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SUPERCROSS

McGrath wins Orlando opener

Riding Kocinski's U.S.G.P. winner

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Texans **Billy Whitley** (Hon), **Grayson Goodman** (Hon) and **Clint Latham** (Hon) were the big winners during the AMA ProLite National Arenacross Series rounds at the Lazy E Arena in Guthrie, Oklahoma, January 14-15. Goodman swept Friday night's racing action by winning both the 125 and 250cc Pro class main events. On Saturday night, Goodman scored the 250cc class win, while Latham finished ahead of Goodman to win the 125cc main.

With only one 598-mile special test (from Spain to France) remaining in the Paris-Dakar-Paris Rally, the overall win was still up for grabs on Friday, January 14. Italian **Edi Orioli** (Cag) remained in the top spot, with Spain's **Jordi Arcarons** (Cag) just one minute, 47 seconds back in second. Arcarons has been steadily closing in on Orioli, gaining 1:47 on the leader in a single 43-mile Spanish special test. Orioli has filed a protest, however, accusing Arcarons of taking a short cut. Italian **Fabrizio Meoni** (Cag) had moved up to third place, with countryman **Angello Cavandoli** (KTM) and Frenchman **P. Sirbyjol** (Cag) rounding out the top five.

Jason Fletcher will again contest the AMA Grand National Championship Series aboard a pair of Moroney's Harley-Davidson XR750s, with **Gary Edmunds** spinning the wrenches. Fletcher will also follow the entire AMA/Harley-Davidson 883 Dirt Track Championship Series, as well as the AMA Harley-Davidson 883 TwinSport Road Race Nationals as his schedule permits. **Georgie Price** will also compete under the Moroney's banner, racing his personal Harley-Davidsons with support from the Newburgh, New York, dealership.

Yeti Cycles President and former motorcycle dirt tracker, **John Parker, dropped us a line to announce his team** of Yeti-supported motorcycle racers for 1994. Once again, Grand National Champion **Ricky Graham**, four-time Grand National Champion **Scott Parker** and multiple National MX and Supercross Champion **Jeff Stanton** will be training aboard Yeti mountain bikes. New additions include the entire Splitfire/Hot Wheels/Pro Circuit/Kawasaki team, consisting of **Ryan Hughes, James Dobb** and **Pedro Gonzalez**.

Round one of the **LaPlaya MX GP Series** has been rescheduled. Originally scheduled for February 27, the race will now take place March 6. All five rounds of the series are held in the Cantamar Sand Dunes, just south of Rosarito Beach, in Baja California, Mexico. For more information contact Too Much Fun Promotions at (001-52-661) 22525.

A **motorcycle trials exhibition** will be featured during intermission at the January 29 **Anaheim Supercross**. Six-time National Trials Champion **Ryan Young** and fellow National riders **Lonny Halsted** and **Oliver Clamgirand** will be on hand aboard their Tryals Shop-sponsored Montesa Cotas. Also on hand will be extreme mountain biker **Hans Rey**.

Former factory Harley-Davidson teamster **Kevin Atherton**, 22, will contest the AMA Grand National Championship Series aboard a pair of **Total Control Racing, Ltd.** Harley-Davidson XR750s. The team will receive its parts supply from Cumming's Harley-Davidson, a Flint, Michigan, Harley dealership, and will be funded by **Benson Ford**, grandson of Ford Motor Co. founder Henry Ford. Atherton will recieve additional sponsorship from MSR, Arai, Joe Shmoe Graphics and Motion Pro. "We're starting the year out with a pair of brand new bikes, and that, alone, definitely gives you an edge in the confidence department," said Atherton, a two-time National winner.

Kevin Atherton also reported that he and four-time Grand National Champion **Scott Parker** have been taking advantage of the cold Michigan weather by firing up their ice-racing Harley-Davidsons daily. "We've been riding on a frozen lake up in Flint," said Atherton. "Scotty's butt is all healed up from his Pomona crash. Hell, he's fallen off his bike and landed on it at least twice every day that we've ridden. He's okay."

Three-time Grand National Champion **Jay Springsteen** recently spent a few weeks in southern California awaiting a test session at Hollywood Park, a horse racing facility in Los Angeles. Apparently, Springsteen and fellow Bartels' Harley-Davidson rider **Rick Hutchins,** were to take to the mile-long dirt oval in order to test it for possible use in a **Gene Woods**-promoted outlaw race in the future. The test session, however, was postponed twice and finally cancelled. "Things were all set, but the Director of Horse Racing caught wind of it and complained to the track's owner," said Woods, whose company, Speedway U.S.A. promotes weekly races at Victorville Speedway in Victorville, California. "As of now, the test sessions are simply postponed. We're hoping to take to the track within a few weeks, and hopefully have a race planned for sometime later in the year."

According to race promoter **Chris Agajanian**, rumors about the cancellation of the October 16 **Del Mar Mile** in Del Mar, California, are untrue. "I've heard that rumor also, and it's complete baloney," said Agajanian, who also promotes the Sacramento Mile and Pomona Half Mile Nationals. "As a matter of fact, things are really rolling. At the moment, we're trying to work out a deal with Amtrak to get a "race train" deal going, so that northern Californians can just hop on the train and ride straight to the track." According to Agajanian, the mile oval will be prepared by **Gene Romero** and **Steve Wood**.

Marcus Hansson, the Swedish National Motocross Champion who placed fourth in the '93 500cc World Championship Motocross Series, has signed with Husaberg to contest the '94 GP circuit. Hansson, who last year rode Hondas, will join Belgian **Joel Smets** and American **Billy Liles** on the four-stroke squad.

Australian **Michael Doohan** has returned to Australia after having the surgical frame removed from his recently repaired broken leg on December 30 in San Francisco, California. "The operation was a great success," said Jon McGillivray, Doohan's Australian-based manager. "Mick is now working on his general fitness, attending the gym for a couple of hours each day. The leg is straight, strong and the bone is almost fully knit." Doohan is scheduled to begin his pre-season testing on January 26 at Phillip Island in Australia.

On Monday, January 3, approximately 5000 motorcyclists from throughout California turned out to welcome politicians back for a new legislative session at the State Capitol in Sacramento. The **Freedom Rally** was intended as a show of strength and unity for California motorcyclists.

Former National Hare Scrambles Champion **Scott Plessinger** recently broke a bone in his right ankle when he crashed in a local hare scrambles in Alabama. Plessinger was negotiating an off-camber hill when his rear wheel caught a tree, and his foot hyper-extended. Plessinger, who will again be riding for KTM, will have a screw inserted in his ankle and should be out of commission for approximately six weeks. "It looks like I'll have to miss the first two rounds of the hare scrambles series, so there go my two throw-away rides," said the oft-injured Plessinger. "I should be back for the first cross country though."

American off-road racing's favorite Czech, **Jan Hrehor**, will not be returning to the States in '94, at least not for a while. Hrehor's wife, Eva, has been diagnosed as having liver cancer, and Hrehor will remain with her at their home as she fights the disease. "We already had contracts signed, and were looking forward to having Jan back this year," said Yamaha's Mike Guerra. "He was very apologetic, but we told him that racing is secondary, and that he should stay with his wife. He still wants to race, and is working on a deal to ride the World Championship Enduro Series on a 125. There's a chance that he might return to the U.S. halfway through the year, and he'll be welcome to the team if he chooses to do that." Guerra added that Yamaha has no plans of replacing Hrehor on the Sportcycles Yamaha team, but said that additional support will be given to **Duane Conner**, who last year rode Husqvarnas. National Cross Country Champion **Fred Andrews** will return to the team, and plans to contest selected National Reliability Enduros, the Gainesville National MX and the Daytona Supercross, in addition to defending his title.

Former 125cc National MX Champion and Team Suzuki rider **Guy Cooper** will be donating a Suzuki RM250 to the Legend's Restaurant & Sports Bar in Costa Mesa, California, January 28. The bike, a replica of Cooper's '93 factory team Suzuki machine, will be displayed alongside an Al Unser Jr. driving suit, a factory Toyota truck racing team bodywork, numerous NFL helmets and dozens of autographed photos of famous sports figures. In celebration of the happening, the Mickey Thompson Entertainment Group will be awarding 12 tickets to the Anaheim Supercross taking place the next day. Cooper will also be signing autographs. The activities are scheduled to begin at 6:00 p.m.. For more information, call Todd Baldwin at 714/646-2428.

The schedule for the Spanish international road racing championship, the **Open Ducados Series**, has been announced. The seven-round series will begin on February 27 in Albacete before moving to Catalunya on March 6. The next five rounds are at circuits that will be announced later, but the dates are firm: May 15, May 29, June 5, July 10 and October 23.

According to American Suzuki, the **1993 WERA Suzuki Cup Finals** will air on ESPN on Saturday, February 5 at 9:30 p.m. (Eastern Standard Time). The 30-minute show will feature racing highlights from the event which was held at Road Atlanta in Braselton, Georgia, on October 29-31.

Kevin Schwantz fans listen up: The **1994**

Schwantz equals lap record in Australia

Kevin Schwantz took time out of his testing schedule to meet golfer Greg Norman.

World Champion Kevin Schwantz ended the Lucky Strike Suzuki team's second Australian preseason test in sizzling style by unofficially equalling Michael Doohan's lap record at Eastern Creek, the site of the upcoming Australian GP on March 27.

Schwantz clocked a one-minute, 31.4-second lap on January 14, equalling the time set by Doohan in the 1992 Australian GP. The Texan's best lap time was almost a second faster than the 1:32.2 lap he turned during the team's first Eastern Creek session last December. Schwantz also lowered Wayne Gardner's Phillip Island lap record during those December tests.

"I'm really pleased with how the tests here in Australia have progressed," Schwantz said. "We haven't had any problems whatsoever. We got through a lot of things this time around. We had a lot of tires to try, plus a number of aspects to test with the bike as well. Everything is just progressing so well."

The two-day session on January 6-7 at Phillip Island saw the team encounter rain storms, which cut the session short: "The weather at Phillip Island made everything, including lap times, pretty irrelevant which was disappointing," Schwantz said. "Fortunately, it was fine at Eastern Creek."

Schwantz completed close to 400 laps of the 2.41-mile Eastern Creek race track, with teammate Alex Barros turning around 350 laps. Barros crashed his RGV Suzuki just after lunch on the second day, slightly injuring his right foot.

"It was my own fault," the Brazilian said. "The tires were okay. I just lost feeling in the front brakes coming into turn five. It is a very fast corner, but I wasn't hurt that much - only my foot. I don't think I'll go water-skiing for a while.

Barros' best lap was a 1:32.1, slightly off the lap times he turned during the December tests. Barros, who was married on December 23, is pleased with the progress even so.

"Everything on the bike seems to have been improved that one step better than when I rode the bike before Christmas. I am happy with the way Suzuki has everything going so well."

Bernie McGuire

Schwantz Racing Club is ready to accept members. For $60 Schwantz fans will receive a new T-shirt, a club cap, a key tag, a signed 8x10 photo of Schwantz with his number one plate, stickers, a pen, a magnet and three newsletters which will be mailed throughout the '94 racing season. For more information or to join the club, write to Schwantz Racing Club, P.O. Box 34, Paige, TX 78659.

Team Chafong owner Bruce Fong says he made an error in the team's press release regarding the hiring of mechanic **Mike Rockwell**. The release gave the impression that Rockwell was hired to tune David Estok's Honda CBR600, but Rockwell will serve as chief mechanic and will work on both Estok's and Randy Renfrow's Hondas.

The **AHRMA West Regional MX** events in southern California will be held on March 6 and October 9 at L.A. County Raceway in Palmdale, but on different courses, according to So Cal MX coordinator Terry Pratt.

On December 29, 1993, the AMA and three individuals filed a lawsuit in the Riverside (California) Superior Court against the **Canyon Lake Property Owners Association**. The lawsuit challenges a rule the association has been enforcing which prohibits the operation of motorized two- and three-wheel vehicles on streets within the Canyon Lake development. Residents who violate this rule, by riding their cycles within the development, have been issued citations and are then prohibited from using the common facilities within Canyon Lake. For more information contact the California Motorcycle Dealers Association (CMDA) at 909/883-8701.

U.S. Tsubaki and **Muzzy Kawasaki** have signed a multi-year contract that will see the team using Tsubaki chains beginning with the 1994 racing season. In addition to fitting his motorcycles with Tsubaki chains, team owner Rob Muzzy will appear as a Tsubaki spokesman at trackside and in international advertising.

Ohio-based road racer **Tom Kipp** is set to sign a contract with Suzuki to contest the 1994 AMA U.S. Superbike National Championship and the AMA/CCS 750cc Supersport Series on bikes prepared by Yoshimura. Kipp will join **Thomas Stevens** and **Donald Jacks** on Yoshimura-prepped Suzukis in nine of the ten rounds of the AMA U.S. Superbike National Championship, and will team with **Britt Turkington** on the team's GSXR750 supersport entries. "I'm real happy," Kipp said on Friday, January 14. "It's only been confirmed for a couple of days. It's just a matter of going forward. The deal is for 750cc supersport and superbike as well. Right now it's for nine of the ten superbike rounds, but I'm working on something for Daytona right now. They've (Suzuki) treated me extremely well." At Daytona, Kipp will be returning from a six-month absence, after breaking a leg at the Brainerd round of the series last year while a member of the Camel Commonwealth Honda team. "My health is good. The leg's really coming along. I've been doing a lot of physical therapy and it's nearly 100 percent. I'm just working on getting my strength back. I'm happy about my condition and I'm happy to be in a new environment."

According to the AMA, the 53rd running of the **Daytona 200 by Arai** will be broadcast live from Daytona Beach, Florida, on **The Nashville Network** (TNN). The telecast will begin at 1:30 p.m. (Eastern Standard Time) and will end at 4:00 p.m., featuring flag-to-flag coverage of the opening round of the AMA U.S. Superbike National Championship. Every race in the AMA road race series will be televised in 1994, with TNN also scheduled to broadcast the Loudon Classic. **Prime Network** will provide coverage of the other eight rounds, with full details and broadcast dates to be announced in the near future.

Contrary to a press release issued by Shoei and printed in this space last week, **Doug Polen** has signed a two-year contract with **AGV Helmets**. The contract continues the seven-year relationship between Polen and AGV. Polen will be wearing the 1994 Quasar helmet and AGV is selling a Quasar Polen replica.

The **Houston Supercross** will be held on January 22 at the Houston Astrodome, just as planned. There was a possibility that the race would be affected by the NFL play offs, but with the Houston Oilers having been eliminated, the series will continue on schedule.

Team Honda/1-800-COLLECT's **Doug Henry** experienced his first earthquake during the January 17 trembler that hit southern California. "It was fun!" said Henry. "It didn't really shake around that much; it was more like a wave. We were just sitting on the bed, enjoying the ride."

The drawing for the 1993 *Cycle News* Daytona Sweepstakes was held on January 14, and the grand prize package was won by **Edward Munier** of Fairport, New York. Munier will receive a TravelCraft package that includes airline travel, hotel accommodations, a rental car, a one-year subscription to *Cycle News* and VIP tickets to all the championship events held during Camel Cycle Week.

The infamous Kawasaki test track in Corona, California, claimed its first victim of the year on Tuesday, January 11. Team SplitFire/Hot Wheels/Kawasaki's **Ryan Hughes** fell in a section of whoops, landing on his head and knocking himself unconscious. Hughes also required 20 stitches to close a cut to his face. "I don't really know how I got the cut, but I'm fine, now," said Hughes. "In fact, I raced this weekend at Perris, so I should be fine for the Houston Supercross."

AUTOGRAPH SIGNING: At Orange County Suzuki (OCS) in Costa Mesa, California, on January 29 from 10:00-11:30 a.m. Team Suzuki's Guy Cooper is scheduled to appear. For more information call 714/646-2428.

AUTOGRAPH SIGNING: At Honda Kawasaki Sportcenter in Lake Forest, California, on January 28 from 6:00-8:00 p.m. Team Kawasaki's Mike LaRocco and Mike Kiedrowski, and Team Splitfire/Hot Wheels/Pro Circuit/Kawasaki's Ryan Hughes, James Dobb and Pedro Gonzalez are scheduled to appear. For more information call 714/859-3186.

AUTOGRAPH SIGNING: At San Diego's House of Motorcycles, on February 4 from 4:00-7:00 p.m. Team Honda's Jeremy McGrath, Jeff Stanton, Steve Lamson and Doug Henry are scheduled to appear. Free posters will be available and supercross passes will be raffled off. For more information, call 619/229-7700.

Honda announces new sponsor

As expected, Honda announced at the January 15 Orlando Supercross that their factory team will be sponsored by 1-800-COLLECT, a service offered by long-distance telephone company MCI. The company will be a title sponsor for the squad and, according to team manager Dave Arnold, will share "equal billing," though an official team name still hadn't been decided upon at Orlando (for lack of a better name, most simply referred to it as Team Honda/1-800-COLLECT).

According to Arnold, Honda has been trying for several years to attract an outside sponsor, even going so far as to hire several marketing companies.

"That didn't really work out so well," said Arnold. "They seemed a little slimy, and we had a couple deals fall through at the last minute. I know Jeff Surwall from No Fear, and I've always noticed that he's had good luck with stuff like this. He has professional athletes wearing his clothes, and he's the one who arranged Jeff Glass' deal with Surf. I basically begged him to see what he could do for us, but I was pretty much thinking in terms of next year. He was working with 1-800-COLLECT on an Indy car deal, trying to get the logo on the wing or something. That fell through at the last minute, and they asked Jeff if he had anything else they could do. He mentioned us, and said it would be a good opportunity for them to get involved in a new sport. They went through the demographics and everything, and I guess they liked it. They said, 'If you can get it together in two weeks, let's do it.'"

With such short time for preparation, getting everything done wasn't an easy accomplishment. The team only had a few special 1-800-COLLECT stickers made up (one team mechanic was seen desperately attempting to clean off a sticker he had accidentally blown off with a pressure washer), and the clothing manufacturers had to scramble to make special gear. Team riders Jeremy McGrath, Jeff Stanton and Steve Lamson sported the black-and-yellow 1-800-COLLECT logo on their jersey sleeves and front, as well as their pant legs, while Doug Henry wore standard Fox gear with a 1-800-COLLECT sticker on his chest protector. Fox initially wanted to fight Honda's requirement of giving up logo space, but Henry was optimistic that an agreement would be reached.

"The main reason I didn't have all the logos was that it was such a last-minute deal," said Henry. "I wasn't fined, because Honda understood that it would be hard to get everything done for the first few races. I'm pretty sure that everyone will come to terms and I'll have the logos on there."

The riders and other team personnel also wore team apparel (hats and shirts) that included the 1-800-COLLECT logo, and the race bikes featured the logo on the radiator shrouds (below the traditional Honda wing), and on the fork protectors. The team's box vans were also adorned with large 1-800-COLLECT stickers.

Arnold said he hopes the deal will attract other outside companies into the sport. "After trying to do it for a couple years, I can tell you that these companies must get approached by thousands of people every year," he said. "I think when they see someone else get involved, it might catch their attention. It's going to help us a lot. Lately the Japanese have been pressuring us to save money, and this will help take off some of the load."

In their first race with the MCI sponsorship, Team Honda/1-800-COLLECT took home four of the top five positions.

AUTOGRAPH SIGNING: At Cycle Shack, in Stafford, Texas, on January 22 from 6:00-8:00 p.m. Team Yamaha's Jeff Emig and Mike Craig are scheduled to appear. For more information, call 713/530-9337.

AUTOGRAPH SIGNING: At Mid Cities Honda/Kawasaki in Paramount, California, on January 28 from 6:00-7:30 p.m. Team Honda's Jeremy McGrath, Jeff Stanton, Steve Lamson and Doug Henry are scheduled to appear. For more information, call 310/531-1225.

AUTOGRAPH SIGNING: At Z Racing in Anaheim, California, on January 28 from 6:00 to 7:30 p.m. Team KTM's Cliff Palmer, Greg Zitterkopf and Scot Harden are scheduled to appear. For more information call 714/449-1371.

OPENED: Pro Cycles & Accesories, Inc., a Honda dealership in Houston. For more information, call 713/467-2426.

HIRED: Matt Pritchard, as marketing coordinator for the motorsports group, by Yamaha Motor Corp., U.S.A. Pritchard will be responsible for supporting marketing, public relations and advertising for motorcycles, ATVs, scooters and snowmobiles.

PROMOTED: Vince Iorio, from editorial projects coordinator to managing editor of Motorcycle Consumer News. Motorcycle Consumer News was formerly Road Rider magazine.

CORRECTION: American Honda's Bob Oman's name was spelled incorrectly in our 250cc MX Shootout article (Issue #2, January 19).

FORMED: B&B Racing, by WERA official and road racer Ray Sandoz and Steve Burkett. The team will compete on a Honda CBR600 in the I-44 Challenge Series and selected WERA events.

MOVED: Dan Mahoney's Wizard Racing Photography, the company that specializes in dirt track photos from the 60s, 70s, 80s and 90s, to P.O. Box 139, Urbana, MO 65757, 417/993-5798 or 800/277-5037.

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VOICES
Letters to the editor

Willing to help

I wanted to write a note to let you know that I will be making The Clayton Foundation my "charity of choice" and I want to challenge others to do the same. Of course I will continue to give food, used clothing, household items, and my time to local charities, but as for cash donations, I plan on giving to The Clayton Foundation. I am very grateful to the foundation for the help it has provided for our friends and others. I am optimistic in hoping that we will never need assistance from The Clayton Foundation personally, but I am also realistic in knowing that until you are placed in a similar situation you just never know what all is involved.

Mandie R. Wilson
Kent, WA

Mandie Wilson is the wife of dirt tracker Don Wilson...Editor.

Luck of the Irish 2

It has come to my attention, based on your comment to my letter (Voices, Issue #1), that not only do you not print the facts straight, but you also seem to be the typical stereotype. Yes, I too am Irish, like Robert Dunlop and Jeremy McWilliams, but, sir, I don't drink Guinness.

Perhaps Mr. Dunlop and Mr. McWilliams travel with British passports. This, I know, happens to be one of the few privileges of living in such a war-torn society as Northern Ireland. But based on my knowledge of this subject, most people from Ulster do travel with Irish passports as Ireland is a neutral country, therefore allowing its citizens to travel to foreign lands more freely.

I would like to think, Mr. Editor, if you asked Robert Dunlop or Jeremy McWilliams where they were from, the reply would be Ireland. My friend, please deal with the issues concerning motorcycling and try to avoid the supermarket-style tabloid comments.

For the record, Mr. Carruthers, I do take offense at the assumption that I am a typical Guinness-drinking Irishman. My previous letter to you was written purely to correct what I considered to be an overlook of the facts, not to raise a political issue. Regardless of where I am from, I just happen to know the two above mentioned riders are Irish.

Sean McGloin
Yonkers, NY

One of the most vivid recollections of my childhood was a trip to Belfast in August of 1969 for the Ulster Grand Prix. The memory is clear because of the fear we felt from being in the war-torn city of Belfast. I in no way meant to slight yourself, Robert Dunlop or Jeremy McWilliams, for my comments which were made purely in jest. After all, my mother's maiden name is McFadden, making me at least half Irish...Editor.

Upset

I was mildly upset with the sophomoric article "Battle of the Monster Bikes" (Issue #50, January 5). The whole tone of the piece was set with a negative bias, and a series of snide remarks about not only the bikes themselves, but also the thousands of people that ride them. The writers of the article reinforce the old adage, "Do not send boys to do a man's job."

Next comes a good letter from Randy Rattaro (Voices, Issue #1) chastising the aforementioned "shootout" and obvious big bore phobia of the authors. Not willing to let things stand at that, the editor counters with what I consider an extremely cheap shot at the KTM 550 MXC!

I have been a KTM dealer for a number of years and have sold hundreds of open class KTMs. My customers and myself feel personally offended by the tone being set by *Cycle News* and other industry publications against open classes and KTM itself.

We as a sport and industry cannot afford this type of negative journalism. I think an apology is in order.

Brad Teegarden
Roseville, CA

We have nothing against Open class motorcycles, the Open class itself or KTM. The remark made about the KTM 550 EXC was a joke. Plain and simple...Editor.

Nostalgia lover

I loved the Nostalgia article in the January 5 issue (30 Years of Cycle News, Issue #50). While I was young rider in the late 60s and 70s, I used to cut articles out of *Cycle News* and tape them up on my bedroom door.

My favorite quote has always been: "If you happen to run out of duct tape, I find that a nut and bolt or a good strong weld will make an acceptable substitution." For riders of those days, we all understand that machines like my Suzuki TS125 needed lots of help to stay together.

As an off-road racer, I enjoy the race-day articles and as a street rider I enjoy your street bike articles. Before I moved from California to Alabama in 1989, I didn't understand why the east coast folks always worried about the weather all the time. Woods here have these things call trees that have forced this desert racer to get bark busters and learn how to ride roots and red mud.

I would like to see more articles about land closures and how to fight the Sierra Club and the "politically correct." My nephews in California will never be able to ride the areas we rode in the '70s, but I write letters all the time to keep the current land open to all users. I hope the west coast never ends up having to ride on private land only like all the east coast off-road riders.

Ed Larosche
Huntsville, AL

He likes it

As a fellow member of the magazinge publishing community and a racing fan, I want to congratulate you on your *Cycle News* redesign. The new look is much more reader friendly and pleasing to the eye.

The positive changes are also evident in the editorial content. Your back page column and "Looking Back" are welcome and entertaining additions. For as long as I have read *Cycle News*, I have always considered your coverage of the motorcycle world very professional. I now consider the presentation of the coverage of the same quality. Keep up the great work.

Mike Atkinson
El Cajon, CA

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ON THE FRONT COVER

Team Honda's Jeremy McGrath resumed his winning ways at the Orlando Supercross. See page 6 for the inside scoop. Photo by Kinney Jones. Inset photo: John Kocinski's Cagiva V593.

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MICKEY THOMPSON

ANAHEIM

Sunday, January 30

HOST HOTEL
Doubletree Hotel
100 City Drive
Orange, CA
(714) 634-4500
$59.00 S/D Rate

Pre-Entry Deadline - Jan 18 (Must be received in our office by 1/18)

AMATEUR

Supercross

Anaheim, San Diego, Seattle & Las Vegas

AMA SANCTIONED

SAN DIEGO

Sunday, February 6

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411 Hotel Circle
San Diego, CA
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(Under the age of 18 must be accompanied by parent or legal guardian)

ENTRY INFORMATION

Pre-Entry	$50.00
Post Entry	$60.00

(AMA MEMBERSHIP REQUIRED)

RACE DAY SCHEDULE

5:30am	Gates Open
6-7:00am	Registration
7:30am	Practice
9:00am	Racing Begins

SPECTATOR ADMISSION

$8.00	Adult
$5.00	Child (2-12 yrs)
N/C	Child (under 2 yrs)

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___ 65cc (7-11 yrs)	___ 125 Intermediate	___ 250 Pro	___ Open Pro
___ 85cc (7-11 yrs)	___ 125 Pro	___ Senior +25	___ Senior +30
___ 85cc (12-13 yrs)	___ 85cc (14-15 yrs)	___ Senior +35	___ Senior +40

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying upon my own judgment and ability assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of my negligence.

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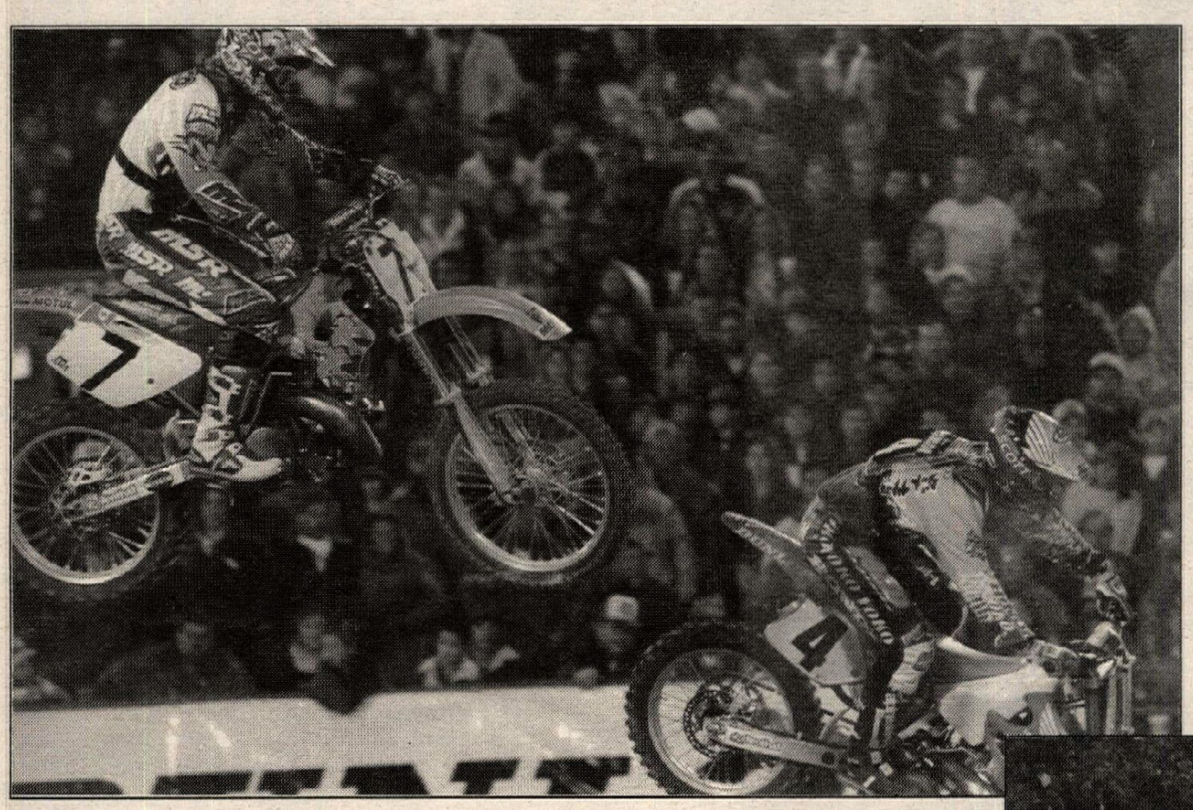
McGrath delivers round-one

K.O.

By Chris Jonnum
Photos by Kinney Jones

ORLANDO, FLORIDA, JAN. 15

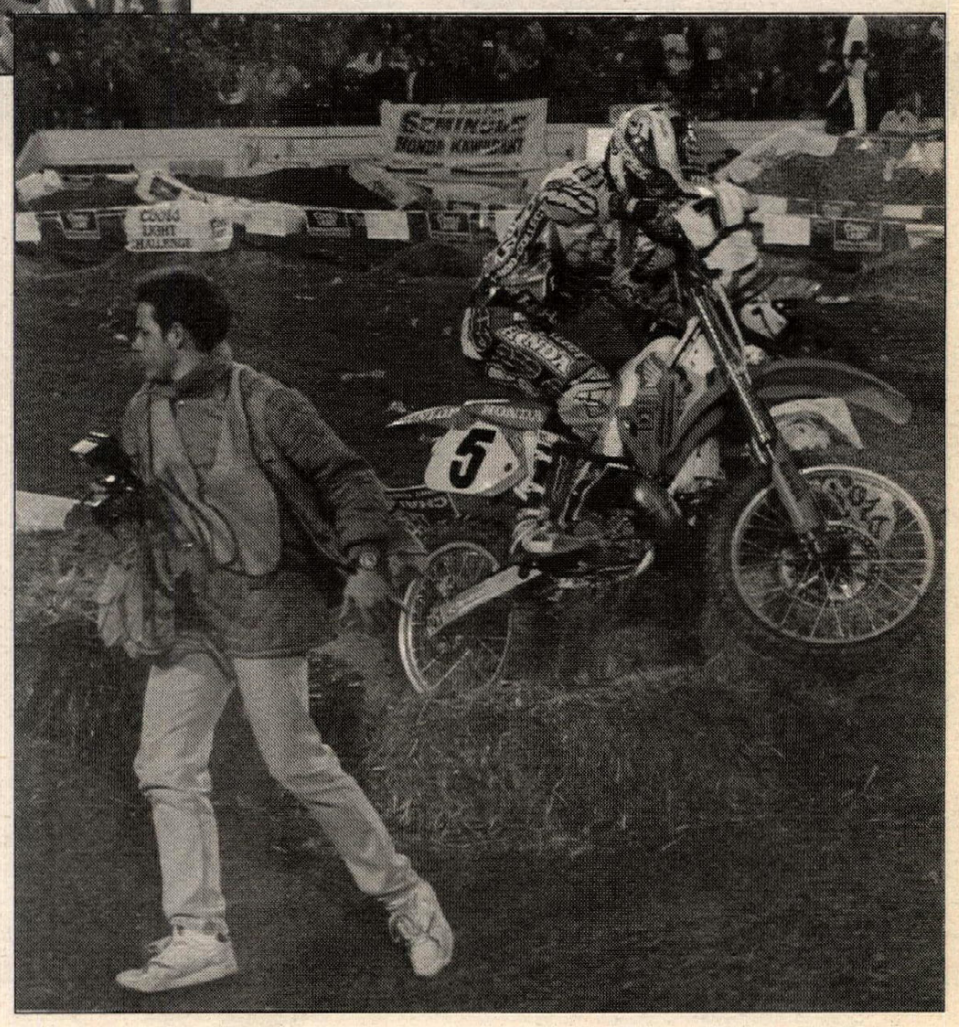
In the inevitable discussion, conjecture and comparison that seems to take place during the pre-season, most experts have agreed that 1994 has the potential to provide some close racing. Although no one was willing to place a bet against Jeremy McGrath, there was hope that the defending champ would be forced to fight a little harder this year. After all, he will surely feel more pressure - last year he wasn't expected to win, and the title he earned was a surpise even to those in the Honda camp. But now, with McGrath sporting the number-one plate, no one will be satisfied with anything less than another title. And of course there's McGrath's competition - most claim to be healthier, better-rested and more fired-up than in the past.



(Above) Despite somewhat chilly weather, 36,714 fans were on hand at Orlando, a slight gain over last year's attendance. (Left) Mike LaRocco (7) overcame a midpack start to finish second, while Steve Lamson (4) rode a steady race for fifth place. (Below) Apart from this close encounter with a photographer, Jeff Stanton turned in a strong performance in the season opener.

At the opening round of the AMA Camel Supercross Series, when the time had come to stop talking and start racing, McGrath gave a performance that at once silenced his critics and disheartened his competitors, laying to waste even the most carefully constructed arguments. The Team Honda/1-800-COLLECT rider easily controlled his heat race, then rode to a convincing win in the 20-lap Coors Light Challenge. All this only reminded us that until someone else proves otherwise, he is still the best rider in the world on a stadium track.

"I just wanted the season to get started so everyone would shut up," said McGrath after his masterful performance at Orlando's Citrus Bowl. "It seems like there's been so much hype lately, and it was starting to get a little old."



Wearing the number-one plate for the first time didn't slow Jeremy McGrath down; the Californian dominated in Orlando, winning his heat race and the main event.

While no one was able to rise to McGrath's level at Orlando, there's still plenty of hope for the competition. Not since 1987, when Jeff Ward earned the title, has the round-one winner gone on to become champion. And while McGrath shows little sign of slowing down, the other primary contenders do appear to be improving. Mike LaRocco, winner of the previous two Orlando supercrosses, proved that he has the speed - if not the starting technique - required to beat McGrath. The Team Kawasaki rider worked his way up to a second-place finish from a mid-pack start, and was gaining rapidly on McGrath when the checkered flag fell in the main event.

Most of the buzz in the pits, however, centered around a certain former champion - one who had suddenly returned after a year-long absence. Sure, Jeff Stanton rode the series last year, but then he wasn't the same rider that won three supercross and three National MX titles between 1989 and '92. *That* Jeff Stanton showed up at Orlando, looked impressive in practice, won his heat race, then went home with a third-place finish in the main.

"I feel much better than last year," Stanton said afterwards. "I made a good move by staying home and training during the off-season. There are still a couple of rough edges to work out, but I'll get there."

Also impressive was Stanton's Honda/1-800-COLLECT teammate Doug Henry, a 250cc-class rookie. Henry was riding with a sore shoulder, but the 1993 125cc Eastern Regional Supercross Champion ran near the front for the entire race, actually leading at one point, and coming home with a fourth-place finish.

Larry Ward, mounted on his new Team Noleen/Sizzler/Xtreme Yamaha, was perhaps even more of a surprise. Ward, who raced a privateer Suzuki last year, holeshot the feature and led for four laps. Even after being passed by McGrath, Ward continued to ride strong and smart before a lap-seven tangle with Stanton sent him hard to the turf.

"I had it going for a while there," said Ward. "There's just a couple things I need to work on, but after that, I think I can go just as fast - if not faster - for the rest of the series."

Round 1: Citrus Bowl

(Above) Ezra Lusk (17) easily walked away with the win in the 125cc class. Jimmy Button (34) was a distant second, and crowd favorite Tim Ferry (28) placed third. (Below) Larry Ward, here chased by Jeff Stanton, was very impressive at Orlando. He holeshot the main event and led for several laps. Only a crash prevented him from a top finish.

Team Kawasaki's Mike Kiedrowski was also a surprise, but unfortunately not a good one. The four-time National MX Champion looked shaky during practice, and never did display the speed that won him two main events last year. He was haunted by poor starts all night, finishing fifth in his heat, third in his semi, and eighth in the main event.

"I've felt better," replied a grim Kiedrowski, when asked if he was simply the victim of an off night. "I just had a lot of bad breaks. I got bad starts and got hung up with riders I shouldn't be with, which made it hard for me to get going. I hope I'll do better in Houston."

Not everyone was red-hot or ice-cold, however. Some were relatively neutral - Team Yamaha's Mike Craig and Jeff Emig among them.

"I had a hard time falling asleep last night," said Craig, who finished an uneventful sixth in his first race as a factory rider. "I wasn't nervous, but I just didn't ride like I should. It's hard-packed where I practice, and it's soft and wet here. I think Houston will be a lot better for my style."

"I had trouble off the start," said the seventh-place finishing Emig. "That's kind of a bummer, but on Monday, I'll be out there practicing my starts for next week."

In round one of the 125cc eastern division title chase, Team Suzuki's Ezra Lusk won at Orlando for the second straight year. This time, however, there was no questioning Lusk's dominance, as he crossed the finish line with a margin of well over 20 seconds on his teammate, Jimmy Button. Riding in front of his home-state crowd, Team RRP's Tim Ferry turned in an inspired performance, winning his heat and completing the rostrum in the main event. Competing in only his second supercross, Kawasaki's Robbie Reynard put on a come-from-behind charge to finish fourth.

250CC

The first 250cc heat race provided some of the best racing of the night, with Stanton and Ward the two main contenders. Ward led the first half before Stanton moved by and put on an uncharacteristic display of aerial one-handers and clickers. McGrath had an easier time of it in his heat, even taking the time over a long triple to show off his latest maneuver: in the air, McGrath pulls his right leg back, up by the rear fender, almost to the left side of the bike, and turns his body towards the crowd. McGrath and Guy Cooper first came up with that trick at a European supercross.

"Skip (Norfolk, McGrath's mechanic) got kind of mad when I did that, so I couldn't do it in the main," said McGrath afterwards. "It's really not that hard."

Emig easily won the first semi, and Jeff Matiasevich came out on top of semi number two. In the last chance qualifier, Honda of Troy's Todd DeHoop led from start to finish, while Jeromy Buehl got the better of a race-long slam-dance with Gene Naumec to secure the final transfer to the main.

In the main, Ward nailed down his second holeshot of the night, was passed briefly by McGrath, then regained the lead over the finish-line jump. Henry, Stanton and Team Honda/1-800-COLLECT's Steve Lamson were running third, fourth and fifth, respectively, while LaRocco was mid-pack and Kiedrowski near the back. On lap five, McGrath again moved by Ward for the lead.

"I actually let him by," said Ward. "We had 15 laps left, and I knew he was faster than me. He's the guy to beat, so I figured I could learn from him. Besides, it's a lot easier to follow than to lead."

"I was surprised how good Ward was riding," said McGrath. "He was fast, and he didn't look like he was riding over his head, either."

Henry passed Ward over the finish-line double, and Ward then found himself battling Stanton. The two swapped positions several times, in an aggressive display of passing that inspired the quote of the night from race announcer Larry Naston. "Somebody had better tell Stanton and Ward it's not Thanksgiving," screamed Naston at the 36,714 bewildered spectators. "There's an awful lot of stuffing out there!"

The duel ended with Ward crashing, which occurred when he and Stanton crossed lines in the air and made contact upon landing. Ward looped out spectacularly, sending his bike flying into Stanton's back.

"I'm not sure what happened after we touched," said Ward. "I landed right on my tail bone, which was already hurt, so that wasn't the greatest. My handlebar was bent straight up, but I rode around for points and finished 17th."

Phil Lawrence, who was the victim of a poor start, dropped out of the race after a hard crash on lap eight.

"I came up short over the triple, so I jumped off my bike while I was in the air," said the lanky Suzuki rider. "I can't believe I didn't break my ankles, because I landed right on the face of the jump. Man, that hurt!"

With Ward no longer a front runner, Honda/1-800-COLLECT riders held down the top four spots, with McGrath enjoying a comfortable cushion on Henry, Stanton and Lamson. LaRocco had other ideas, though, and he was clearly the fastest rider on the track as he shredded his way towards the front. LaRocco zapped Lamson, Henry and Stanton on laps 14, 15 and 16, respectively, and was faced with a six-second deficit to McGrath and four laps remaining. The Kawasaki rider rapidly narrowed the margin, but ran out of time and finished two seconds after McGrath.

"That's a good way to get things started," said McGrath. "I was kind of stiff, so I didn't ride the greatest, but I think I'll do better in Houston. LaRocco was catching me towards the end, and I couldn't go any faster."

"I knew what I had to do to beat him, and I didn't do it, so that's why I'm a little disappointed in myself," said LaRocco. "I'm riding good, though. I was confident going in, but it always helps to see things working out on the track. I've just got to get a better start."

"I made a few mistakes and started going backwards," said the third-placed Stanton. "I'm not super-happy with my finish, but I think things will get better, and consistency is what's going to win the championship."

Henry finished fourth, his best-ever result in the 250cc class (last year, Henry contested the final three rounds on a 250 after sewing up the eastern region 125cc title). Lamson was fifth, with Craig, Emig, Kiedrowski, Swink and Team KTM's Cliff Palmer rounding out the top 10.

125CC

Lusk easily controlled the first heat race, and Ferry styled for the crowd on his way to the win in heat number two. Scott Sheak topped the LCQ for Team Boyesen/Yamaha/Penske.

In the main, Lusk blitzed to the lead and immediately began to pull away. After a fourth-place gate Button soon

advanced to second, and the race, for all intents and purposes, was over. The pack quickly began to spread out, and soon it was difficult to keep track of anything but the top three - Lusk, Button and Ferry. Reynard provided the only entertainment as he slashed his way forward from a dead-last start.

"I ran into someone in the first turn, and everyone ran into me," said Reynard after the race, sporting a cut finger he incurred in the incident. "I was dead last, and I thought to myself, 'I'd better get going.' I didn't know how far I'd get; I was just going as fast as I could."

Reynard advanced to fourth on the 14th of 15 laps, but ran out of time before he could hunt down Ferry. Lusk scored the convincing win.

"I started the same way as last year (with a win), but I actually feel better - more focused," said Lusk. "I crashed in practice and pinched some nerves in my neck and back, but I felt pretty good once I got going. I'm not going to think about trying to win every race or anything. When I go to Houston, I'll worry about winning there, and so on."

"It really feels good," said runner-up Button, who was plagued by injuries and bad luck last year. "I made a mistake on the start and about eight guys went by. I saw that the pit board said 'Ezra - plus 12,' and that was only a few laps into the race. I started barely catching him, but I decided it would be better to get second than to crash. Jimmy Gaddis only won one race last year, and he was (west coast) champ. Second's okay, as long as it's to my teammate."

Ferry, fast on the race track, was not as impressive on the podium. By the time he got his champagne bottle uncorked, Lusk and Button had thoroughly soaked the Floridian. **CN**

Citrus Bowl
Orlando, Florida
Results: January 15, 1994 (Round 1 of 15)

250 HEAT 1 (20 riders, 8 laps, top 4 transfer): 1. Jeff Stanton (Hon); 2. Larry Ward (Yam); 3. Brian Swink (Suz); 4. Mike Craig (Yam); 5. Mike Kiedrowski (Kaw); 6. Larry Brooks (Yam); 7. Jeromy Buehl (Yam); 8. Denny Stephenson (Suz); 9. Jeff Emig (Yam); 10. Keith Johnson (Yam); 11. Vince DeVane (Suz); 12. Dag Boyesen (Yam); 13. Randy Richardson (Kaw); 14. Bill Wallin (Suz); 15. Jean-Sebastien Roy (Suz); 16. Richard Ibison (Suz); 17. Tim Pustelak (Suz) 18. Shane Slother (Yam); 19. Barry Weinberger (Hon); 20. Jon Ortner (Kaw).
Time: 8 minutes, 3.17 seconds.

250 HEAT 2 (20 riders, 8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Steve Lamson (Hon); 4. Doug Henry (Hon); 5. Jeff Matiasevich (Yam); 6. Erik Kehoe (Hon); 7. Kyle Lewis (Yam); 8. Todd DeHoop (Hon); 9. Cliff Palmer (KTM); 10. Phil Lawrence (Suz); 11. Carl Vaillencourt (Suz); 12. Travis Hodges (Kaw); 13. Gene Naumec (Yam); 14. Chris Pomeroy (Yam); 15. Travis Blackburn (Kaw); 16. Todd Downs (Hon); 17. Ross Johnston (Hon); 18. Austin Squires (Suz); 19. Mike McDonald (Suz); 20. David Gaylord (Kaw).
Time: 7:58.07.

250 SEMI 1 (16 riders, 6 laps, top 5 transfer): 1. Jeff Emig (Yam); 2. Larry Brooks (Yam); 3. Mike Kiedrowski (Kaw); 4. Keith Johnson (Yam); 5. Denny Stephenson (Suz); 6. Jeromy Buel (Yam); 7. Jean-Sebastien Roy (Suz); 8. Dag Boyesen (Yam); 9. Jon Ortner (Kaw); 10. Bill Wallin (Suz); 11. Shane Slother (Yam); 12. Tim Pustelak (Suz); 13. Richard Ibison (Suz); 14. Barry Weinberger (Hon); 15. Randy Richardson (Kaw); 16. Vince DeVane (Suz).
Time: 6:02.34.

250 SEMI 2 (16 riders, 6 laps, top 5 transfer): 1. Jeff Matiasevich (Yam); 2. Kyle Lewis (Yam); 3. Erik Kehoe (Hon); 4. Phil Lawrence (Suz); 5. Cliff Palmer (KTM); 6. Gene Naumec (Yam); 7. Travis Hodges (Kaw); 8. Todd DeHoop (Hon); 9. Carl Vaillencourt (Suz); 10. Travis Blackburn (Kaw); 11. Chris Pomeroy (Yam); 12. David Gaylord (Kaw); 13. Austin Squires (Suz); 14. Ross Johnston (Hon); 15. Todd Downs (Hon); 16. Mike McDonald (Suz).
Time: 6:05.76.

250 LCQ (22 riders, 6 laps, top 2 transfer): 1. Todd DeHoop (Hon); 2. Jeromy Buehl (Yam); 3. Carl Vaillencourt (Suz); 4. Gene Naumec (Yam); 5. Travis Blackburn (Kaw); 6. Travis Hodges (Kaw); 7. Vince DeVane (Suz); 8. David Gaylord (Kaw); 9. Shane Slother (Yam); 10. Bill Wallin (Suz); 11. Chris Pomeroy (Yam); 12. Jon Ortner (Kaw); 13. Jean-Sebastien Roy (Suz); 14. Roy Ibison (Suz); 15. Randy Richardson (Kaw); 16. Todd Downs (Hon); 17. Tim Pustelak (Suz); 18. Dag Boyesen (Yam); 19. Ross Johnston (Hon); 20. Austin Squires (Suz); 21. Barry Weinberger (Hon); 22. Mike McDonald (Suz).
Time: 6:16.19.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Jeff Stanton (Hon); 4. Doug Henry (Hon); 5. Steve Lamson (Hon); 6. Mike Craig (Kaw); 7. Jeff Emig (Yam); 8. Mike Kiedrowski (Kaw); 9. Brian Swink (Suz); 10. Cliff Palmer (KTM); 11. Jeff Matiasevich (Yam); 12. Erik Kehoe (Hon); 13. Larry Brooks (Yam); 14. Kyle Lewis (Yam); 15. Jeromy Buehl (Yam); 16. Denny Stephenson (Suz); 17. Larry Ward (Yam); 18. Keith Johnson (Yam); 19. Todd DeHoop (Hon); 20. Phil Lawrence (Suz).
Time: 20:07.40.

250 CAMEL SUPERCROSS SERIES POINT STANDINGS (After 1 of 15 rounds): 1. Jeremy McGrath (25/1 win); 2. Mike LaRocco (22); 3. Jeff Stanton (20); 4. Doug Henry (18); 5. Steve Lamson (16); 6. Mike Craig (15); 7. Jeff Emig (14); 8. Mike Kiedrowski (13); 9. Brian Swink (12); 10. Cliff Palmer (11); 11. Jeff Matiasevich (10); 12. Erik Kehoe (9); 13. Larry Brooks (8); 14. Kyle Lewis (7); 15. Jeromy Buehl (6); 16. Denny Stephenson (5); 17. Larry Ward (4); 18. Keith Johnson (3); 19. Todd DeHoop (2); 20. Phil Lawrence (1).

125 HEAT 1 (20 riders, 6 laps, top 9 transfer): 1. Ezra Lusk (Suz); 2. Robbie Reynard (Kaw); 3. Mike Brown (Hon); 4. Jeff Dement (Yam); 5. Kevin Crine (Hon); 6. John Dowd (Yam); 7. Jim Chester (Yam); 8. Joel Dengler (Hon); 9. Shane Lawson (Suz); 10. John Kitsch (Kaw); 11. Ty Wallace (Hon); 12. Jean-Sebastien Roy (Suz); 13. Brian Austin (Hon); 14. Steve Herman (Suz); 15. Scott Sheak (Yam); 16. Anthony Pocorobba (Suz); 17. Bobby Stovall (Kaw); 18. Davey Yezek (Hon); 19. Tom Welch (Yam); 20. Chris Coleman (Suz).
Time: 6:27.67.

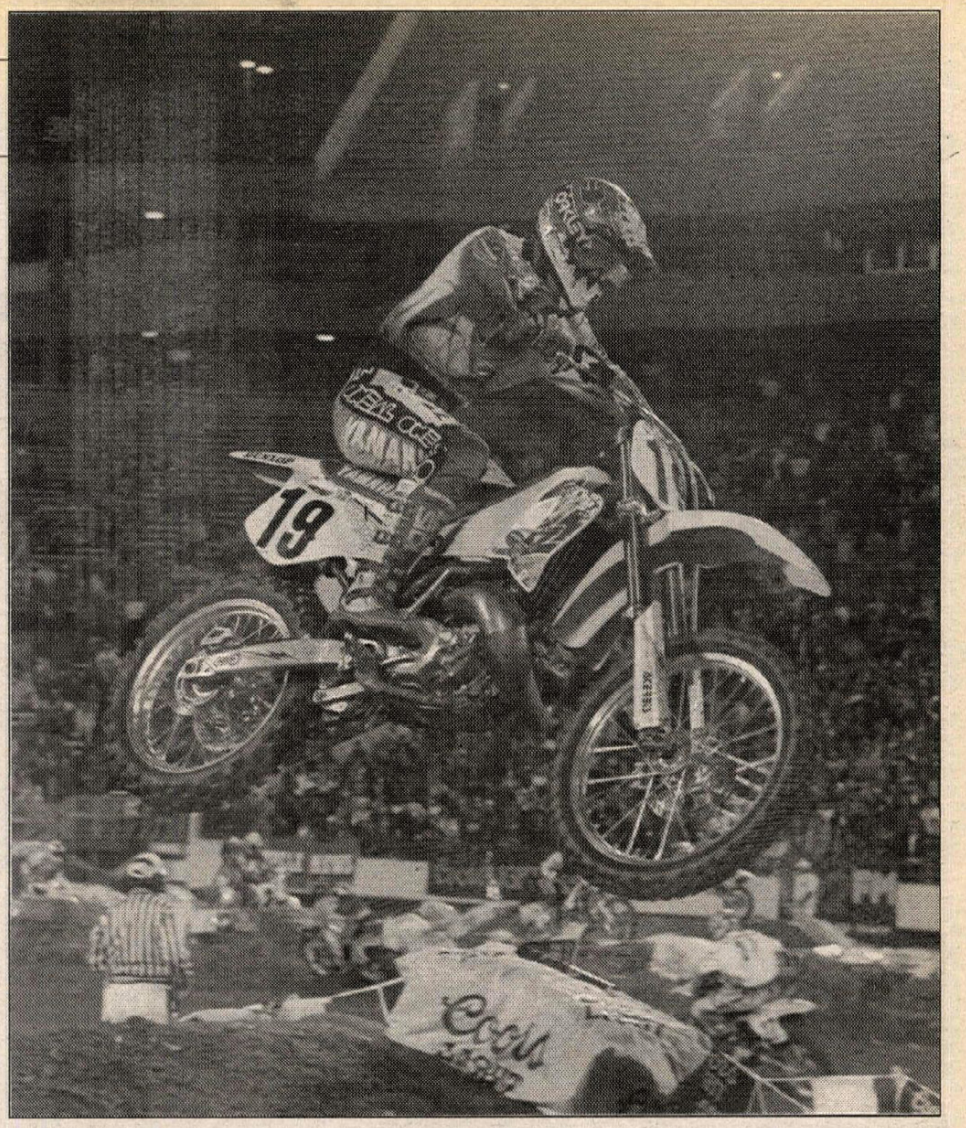
125 HEAT 2 (20 riders, 6 laps, top 9 transfer): 1. Tim Ferry (Yam); 2. Jimmy Button (Suz); 3. Jeff Curry (Kaw); 4. Doug Dehaan (Suz); 5. Joshua Latina (Kaw); 6. Chad Pederson (Yam); 7. James Eickel (Hon); 8. Anthony Amaradio (Kaw); 9. Barry Carsten (Suz); 10. Shane Templeton (Suz); 11. Josh Steel (Suz); 12. Matt Maximoff (Suz); 13. David Gaylord (Kaw); 14. Chad Lough (Suz); 15. Mike Treadwell (Hon); 16. Jeff Yentzer (Kaw); 17. Manul Arnold (Hon); 18. Jim Neese (Kaw); 19. Nathan Ramsey (Yam); 20. Matt Shue (Hon).
Time: 6:19.56.

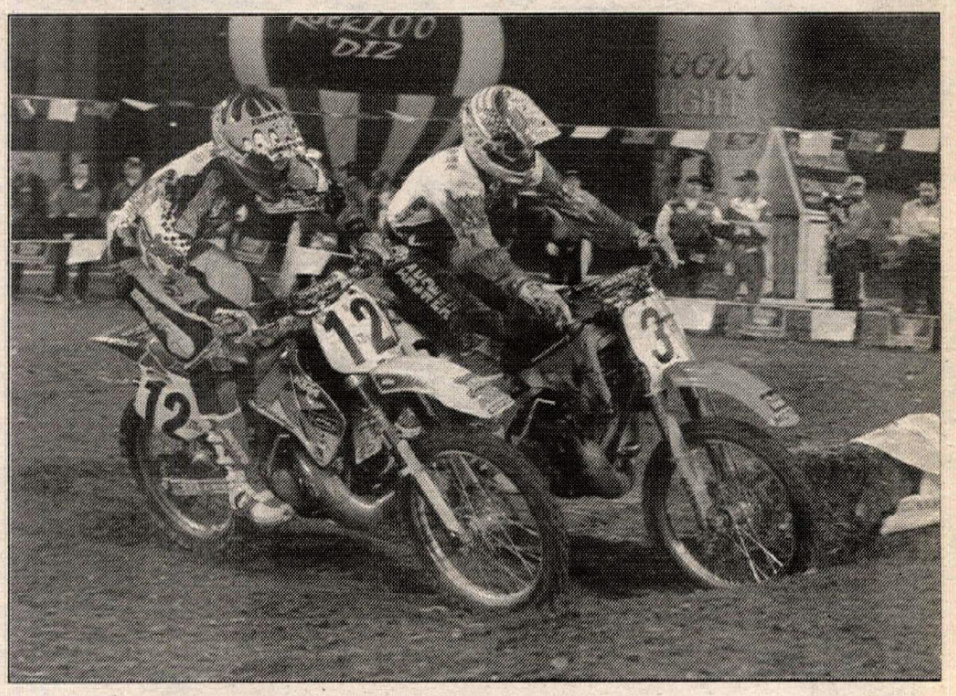
125 LCQ (22 riders, 4 laps, top 4 transfer): 1. Scott Sheak (Yam); 2. Josh Steel (Suz); 3. Shane Templeton (Suz); 4. Chad Lough (Suz); 5. Ty Wallace (Hon); 6. Bobby Stovall (Kaw); 7. John Kitsch (Kaw); 8. David Gaylord (Kaw); 9. Steve Herman (Suz); 10. Brian Austin (Hon); 11. Jeff Yentzer (Kaw); 12. Mike Treadwell (Hon); 13. Manul Arnold (Hon); 14. Anthony Pocorobba (Suz); 15. Matt Shue (Hon); 16. Tom Welch (Yam); 17. Chris Coleman (Suz); 18. Matt Maximoff (Suz); 19. Nathan Ramsey (Yam); 20. Davey Yezek (Hon); 21. Jean-Sebastien Roy (Suz); 22. Jim Neese (Kaw).
Time: 4:19.60.

125 MAIN (22 riders, 15 laps): 1. Ezra Lusk (Suz); 2. Jimmy Button (Suz); 3. Tim Ferry (Hon); 4. Robbie Reynard (Kaw); 5. Chad Pederson (Yam); 6. Jeff Dement (Yam); 7. Mike Brown (Hon); 8. Jeff Curry (Kaw); 9. Joshua Latina (Kaw); 10. Jim Chester (Yam); 11. Scott Sheak (Yam); 12. Barry Carsten (Suz); 13. Kevin Crine (Hon); 14. John Dowd (Yam); 15. Josh Steel (Suz); 16. James Eickel (Hon); 17. Joel Dengler (Hon); 18. Doug Dehaan (Suz); 19. Shane Templeton (Suz); 20. Chad Lough (Suz); 21. Anthony Amaradio (Kaw); 22. Shane Lawson (Suz).
Time: 15:43.06.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 1 of 10 rounds): 1. Ezra Lusk (25/1 win); 2. Jimmy Button (22); 3. Tim Ferry (20); 4. Robbie Reynard (18); 5. Chad Pederson (16); 6. Jeff Dement (15); 7. Mike Brown (14); 8. Jeff Curry (13); 9. Joshua Latina (12); 10. Jim Chester (11); 11. Scott Sheak (10); 12. Barry Carsten (9); 13. Kevin Crine (8); 14. John Dowd (7); 15. Josh Steel (6); 16. James Eickel (5); 17. Joel Dengler (4); 18. Doug Dehaan (3); 19. Shane Templeton (2); 20. Chad Lough (1).

Upcoming Rounds:
Round 2 - Houston, Texas, January 22
Round 3 - Anaheim, California, January 29





(Above) In his first race as a factory team member, Mike Craig finished sixth. (Below) Cliff Palmer (12) and Mike Kiedrowski (3) dice in the main. Kiedrowski had an off night and finished eighth.

Briefly...

Former factory Kawasaki and Suzuki rider **Jeff Matiasevich** raced his privateer Yamaha at Orlando, turning a few heads in the process. Though he finished the main event in 11th place - the same result he posted last year - he won his semi and seemed very upbeat. "I feel really good, and the people here seem to be behind me," said the former west coast 125cc champ. "The Yamaha really works great, but it's not a factory bike. I'd like to put in some good rides on it and hopefully get on a factory Yamaha." Matiasevich and tuner Ron Heben were pitting out of a U-Haul rent-a-truck.

My two dads: Call someone's name in the Team Kawasaki pits, and you're liable to see more than one head pop up. **Tom Morgan**, former mechanic for **Mike LaRocco**, has stepped down in order to run his company, Performance Engineering. Taking his place is none other than **Mike LaRocco Sr.**, who wrenched for his son until a string of bad luck cost them the 1992 National 125cc MX title. **Robbie Reynard**, Kawasaki's newest team member, will also have his father, **Robert Reynard**, doing his wrench-spinning.

Team **Noleen/Sizzler/Xtreme/Yamaha** will soon be the next squad on the circuit to make the switch from box vans to a heavy-duty transporter. Team manager **Clark Jones** hopes to have the new rig, a fifth-wheel trailer similar to that used by **Team SplitFire/Hot Wheels/Kawasaki**, prepared in time for round three at Anaheim, January 29. At Orlando, the Noleen team was not using the Rhino Skins bodywork that they had tested during the off-season.

Team Suzuki's **Brian Swink** squelched the rumor that he has been diagnosed as having diabetes. "It's nothing like that. We just found out I have a low blood-sugar level," explained Swink. "I used to eat a lot of fruit between races, and it turns out that's exactly the wrong thing to do. That's why I used to get tired so quick. It's helped now that I know what to do." Swink rode to a strong third-place finish in his heat, but a turn-one pile-up held him to ninth in the main.

Some food for thought regarding the fourth-place finish of Team Honda/1-800-COLLECT's **Doug Henry**: Last year, **Jeremy McGrath** finished fourth at Orlando. At the time, McGrath was beginning his first complete season in the 250cc class, just as Henry is this year...

The night's program at the World Sports-promoted **Orlando Supercross** was run very professionally, providing plenty of entertainment with very little downtime. An exciting fireworks display kicked things off, and a pee-wee exhibition kept the fans interested during intermission. Also, the **Mark Barnett**-designed track drew rave reviews from almost all of the riders.

For his win in the main event, **Jeremy McGrath** earned a $5000 share of the $30,000 250cc class purse. **Ezra Lusk's** 125cc Eastern Regional victory was worth a $2000 portion of the $10,000 purse. McGrath also took home the $1000 check in the Coors Light Silver Bullet Showdown by setting the quickest time in the heat races and winning the main event. Had McGrath not won the main event, the $1000 would have been rolled over to the next event, making the Coors Light Silver Bullet Showdown worth $2000. At the end of the series, the rider who records the most "fastest heat times" during the season will take home an extra $25,000.

Apparently unhappy with his current ride, **Jeremy McGrath** is planning to buy a new one with his own money. Don't worry, we're not talking about motorcycles; McGrath has his eye on a new black Acura NSX sports car, which he hopes to have before Anaheim. We're betting he won't pay retail.

Hughes hot, hot, hot at Perris

By Tony Alessi

PERRIS, CA, JAN. 9

Team Splitfire/Hot Wheels/Pro Circuit/Kawasaki rider Ryan Hughes won three out of four motos that he competed in en route to the overall wins in the highly competitive 125 and 250cc Pro classes at the opening round of the GFI Winter Series, held at Perris Raceway.

In addition to Hughes, several of the Nation's other top pros were in attendance, including Honda's Steve Lamson and 125cc National MX Champion Doug Henry. "This is our last chance to race test our bikes before the Supercross Series opener in Orlando," said Lamson.

The Pros competed on a different course than the over 600 amateur racers who showed up to compete. The "Pros only" course featured numerous supercross-style obstacles that challenged even the best riders. Amateurs raced on a somewhat tamer version that was rider friendly, yet equally as thrilling.

When the gate dropped for the first 250cc Pro moto, it was local rider Larry Linkogle who nailed down the holeshot ahead of Jeff Matiasevich, Lamson, Tony Amaradio and Hughes. Henry gated poorly and was mired at the back of the pack.

Matiasevich wasted little time with Linkogle and roosted into the lead, while Lamson followed suit a few turns later. Lamson got on the gas and instantly reeled in Matiasevich, who began to make several mistakes. "Chicken" cased it over a mid-sized double, but managed to save it. Lamson continued to breath down Matiasevich's neck, but by this time both Henry and Hughes were closing in on the leaders.

On the next lap, Matiasevich faltered over the same jump and parted company with his privateer Yamaha. Lamson inherited the lead, but Henry was on the move.

"It takes a little while for my shoulder to warm up," said Henry of his shoulder that he'd separated two weeks prior.

Within one more lap, Henry had closed in on Lamson and began to pressure him for the lead. Henry was riding super-aggressively and began to let it hang out over the many jumps that filled the course. Near the halfway point of the moto, Henry attempted an 80-foot double that none of the other riders had tried. The result was disastrous, and Henry was spit from his machine.

"I came off the bike and got dragged," said Henry. "It looked bad and the bike is all smashed up, but I actually didn't feel a thing."

With Henry off of his back, Lamson found himself with a bit of breathing room. But not for long, as Hughes quickly closed in and began to hound the Honda rider. Time ran out, however, and Lamson rode home the winner ahead of Hughes, Honda of Troy's Craig Decker, former 125 and 250cc World Champion Donny Schmit, and Brian Deegan.

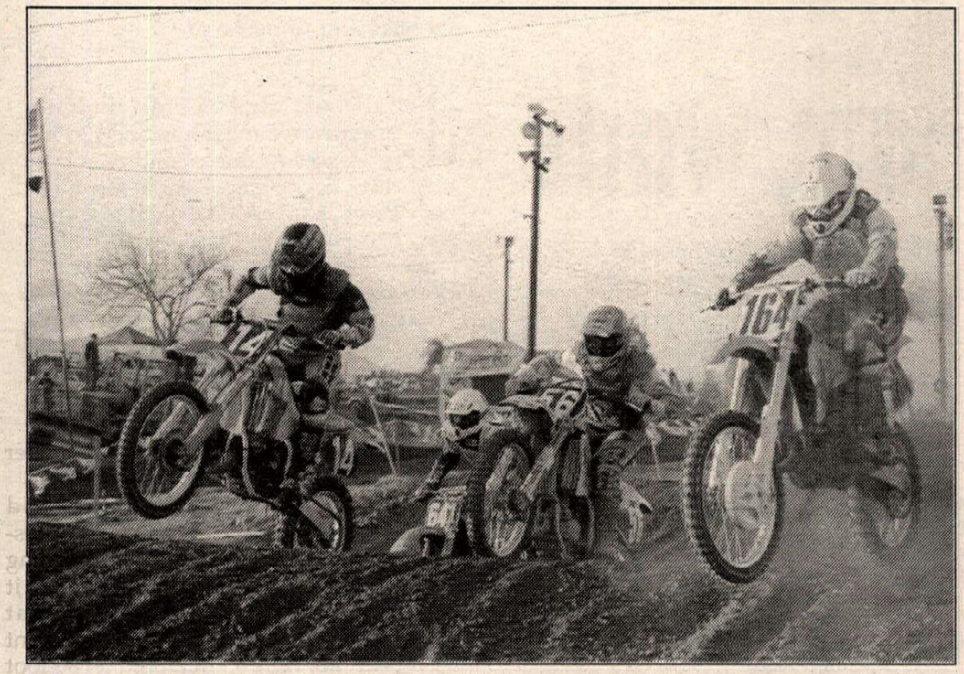
The second moto saw North County Yamaha's Don Upton and Deegan share the holeshot while first-moto winner Lamson fell off his motorcycle in the second turn. Deegan led for two laps before Hughes bullied his way into the lead. Once into the lead, Hughes broke away and rode on unchallenged for the moto and overall wins.

Matiasevich worked on Deegan for several laps before passing him on lap seven for the runner-up position. Lamson pushed hard all-moto long after his first-lap crash and passed over 20 riders en route to a fifth-place finish, just behind Schmit's Chesterfield Yamaha.

"I almost didn't race today," said a happy Hughes. "My dad is sick so we almost stayed home. I'm glad that I got to go out and race with those guys, now I know that my speed is up for the supercross series."

Hughes returned in the 125cc Pro class and showed little mercy as he decimated the field in both motos. Decker

(Above) Ryan Hughes seemed unstoppable, winning three out of four motos and collecting two class wins. (Right) Don Upton (59) led the way in the second 250cc Pro class moto, while first-moto winner Steve Lamson parted company with his Honda.



(Above left) Bomber Hernandez (14), Neil Alonzo (164) and Kerry VanTienen (56) battle. (Above) Derrick McClintock (7) passed Ryan Beat (3) for the 60cc Beginner class win. (Below) Cindy Cole roosted the men in the 125cc Novice class.

rode methodically during both motos, but was no threat to Hughes. Mike Chamberlain stayed consistent for third, but was well off the pace of the leaders. Rounding out the top five were Upton and Greg Schnell.

Ty Kady was the king of the 125 and 250cc Intermediate classes as he turned in a four-moto sweep aboard his OCS-backed Suzukis. Kady's main competition came from E.J. Wright, who pulled the holeshot in every moto. Each time, however, Kady muscled his way past and on to victory.

"I'm trying to be consistent during this series," said Wright. "I'm riding for myself, not anyone else."

Wright finished second behind Kady in both classes, while Eric Schnell, Nate Wood and Dave Ferrier rounded out the top five in the 125cc division, and Todd Mitchell, Lance Johnson and Chris Radzinski did the same in the 250cc class.

Cindy Cole finally scored a long overdue overall win in the highly competitive 125cc Novice class. "I love my new Kawasakis," said Cole, who recently secured a Kawasaki Team Green sponsorship. "They definitely made the difference."

The 19-year-old femme from Cape Coral, Florida, came from behind in both motos and passed Cory Sievers for the lead in both motos. While Cole was the star of the class, the hero of the class was definitely Todd DeCoto, who raced around the course with only one arm. DeCoto styled as he double-jumped most of the obstacles, and had the crowd cheering him on with each passing lap. **CN**

Perris Raceway
Perris, California
Results: January 9, 1994

50 BEG: 1. Dallas Peick (Yam); 2. Dennis Howell (Yam); 3. Patrick Walsch (Yam); 4. Phillip Bruscella (Yam); 5. Kyle Diemer (Yam).

50 STK NOV: 1. Andrew Nason (Yam); 2. Carlos Gonzalez (Yam); 3. Aron Tomota (Yam).

50 STK EX: 1. Mike Alessi (Yam).

50 S/STK NOV DIV 1: 1. Jeff Bell (Yam); 2. Dane Jackson (Yam); 3. Shay Weaver (Yam); 4. Aron Tomota (Yam); 5. Brian McClarin (Yam).

50 S/STK NOV DIV 2: 1. Kyle Foltz (Yam); James Baker (Yam); 3. Chris Caudillo (Yam); 4. Brian Thomason (Yam); 5. Giovanni Filipone (Yam).

50 S/STK EX: 1. Daniel Taft (Yam): 2. Ryan Beat (Yam); 3. Chad Munn (Yam); 4. Justin Bollman (Yam); 5. Mike Alessi (Yam).

50 MOD NOV: 1. Giovanni Filipone (Yam); 2. James Baker (Yam); 3. Cas Swift (Yam); 4. Derek Bollman (Yam); 5. Brody Bolling (Yam).

50 MOD EX: 1. Chad Munn (Yam); 2. Daniel Taft (Yam); 3. Chris Blose (Yam); 4. Tyson Talkington (Yam); 5. Mike Alessi (Yam).

60 BEG DIV 1: 1. Derrick McClintock (Kaw); 2. Daniel Taft (Kaw); 3. Jesse Mock (Kaw); 4. Brock Bolling (Kaw); 5. Dustin Good (Kaw).

60 BEG DIV 2: 1. Tyson Davis (Kaw); 2. Chris Thorp (Kaw); 3. Luism Juargui (Kaw); 4. Ryan Beat (Kaw); 5. Chad Munn (Kaw).

60 NOV: 1. Dustin Watson (Kaw); 2. Jason Ciarletta (Kaw); 3. Jesus Casillas (Kaw); 4. Johner Faulkner (Kaw); 5. Chris Rogers (Kaw).

80 F/T: 1. Jayson D'Amato (Kaw); 2. Chris Thorp (Kaw); 3. Brenda Burson (Kaw); 4. Sean Moore (Kaw); 5. Taylor Nelson (Yam).

80 BEG DIV 1: 1. Klint Laplante (Yam); 2. Shane Bess (Suz); 3. Dustin Watson (Suz); 4. Brad Langston (Yam); 5. Sammy Filipone (Yam).

80 BEG DIV 2: 1. David McFarland (Hon); 2. David Sullins (Yam); 3. Daton Beavers (Kaw); 4. John Snaders (Hon); 5. Brandon Staddar (Kaw).

80 NOV: 1. Sean Hamblin (Yam); 2. George Hammel (Suz); 3. Levi Reid (Yam); 4. Oscar Valdez (Yam); 5. Newcomer (Hon).

80 INT: 1. Tyler Evans (Hon); 2. Danny Carlson (Kaw).

125 BEG DIV 1: 1. Mark Stuen (Kaw); 2. Mike Steinhoff (Yam); 3. Josh Carter (Yam); 4. Gary Shoemaker (Kaw); 5. Toby Lopez (Suz).

125 BEG DIV 2: 1. Josh Amato (Hon); 2. Kevin Charter (Kaw); 3. Aaron Benird (Hon); 4. Robby Moeller (Suz); 5. Kevin Laird (Suz).

125 NOV DIV : 1. Cindy Cole (Kaw); 2. Cory Seivers (Suz); 3. Ricky Richards (Kaw); 4. Danny Montoya (Suz); 5. Todd Gravitt (Kaw).

125 NOV DIV 2: 1. Mike Goldstein (Hon); 2. Mark Tilley (Suz); 3. Terry Gastouniotis (Suz); 4. Sam Garronte (Kaw); 5. Kevin Esnault (Yam).

125 INT: 1. Ty Kady (Suz); 2. E.J. Wright (Suz); 3. Eric Schnell (Suz); 4. Nathan Woods (Hon); 5. David Ferrier (Suz).

125 PRO: 1. Ryan Hughes (Kaw); 2. Craig Decker (Hon); 3. Mike Chamberlain (Kaw); 4. Don Upton (Yam); 5. Greg Schnell (Suz).

250 BEG DIV 1: 1. Jeff McMillen (Yam); 2. Ryan Banford (Hon); 3. Carlos Campillo (Yam); 4. Tony Edeson (Yam); 5. Dominic Gayton (Yam).

250 BEG DIV 2: 1. Chuck Clark (Suz); 2. Skip Edwards (Suz); 3. Ken Wooten (Kaw); 4. Jason Bracamonte (Yam); 5. Jerry Copeland (Yam).

250 NOV DIV 1: 1. Anthony Hadsall (Hon); 2. Chad Brule (Hon); 3. Eric Martin (Yam); 4. Tim Mitchell (Yam); 5. Frank Mecono (Suz).

250 NOV DIV 2: 1. Bret Milan (Yam); 2. Richard Silva (Suz); 3. Keith Loonsfoot (Kaw); 4. Chad Shupp (Kaw); 5. Jamie Young (Yam)

250 INT: 1. Ty Kady (Suz); 2. Eric Wright (Suz); 3. Todd Mitchell (Suz); 4. Lance Johnson (Kaw); 5. Chris Radzinski (Yam).

250 PRO: 1. Ryan Hughes (Kaw); 2. Steve Lamson (Hon); 3. Jeff Matiasevich (Yam); 4. Brian Deegan (Kaw); 5. Donny Schmidt (Yam).

500 BEG: 1. Paul Evans (Suz); 2. Stephen Krahl (Hon); 3. Colin Yates (ATK); 4. Ryan Grooman (Kaw); 5. Eric Duckro (Hon).

500 NOV: 1. Scott Marlow (Kaw); 2. John Nixon (Kaw); 3. Henry Kokosenski (Hon).

500 INT: 1. Ed Redman (Hon).

500 PRO: 1. Willy Musgrave (Hon); 2. Terry Fowler (Hon); 3. Jon Nelson (Hon).

+25 AM DIV 1: 1. Joe Merriam (Kaw); 2. Todd Broussard (Suz); 3. Mike Laugham (Hon); 4. Giovanni Spinali (Yam); 5. Eric Martin (Yam).

+25 AM DIV 2: 1. Myke Stafford (Yam); 2. John Hockett (Kaw); 3. Kirk Schrader (Suz); 4. Kevin Gotto (Hon); 5. Kenny Dawkins (Yam).

+25 MSTR: 1. Terry Fowler (Hon); 2. Lance Johnson (Kaw); 3. Ron Gilbert (Yam); 4. Chris Radzinski (Yam); 5. T. Roberson (Yam).

+30 AM DIV 1: 1. Tim Mitchell (Yam); 2. James Dieridder (Yam); 3. George Spinali (Kaw); 4. Bill Melanson (Suz); 5. Chris Craft (Suz).

+30 AM DIV 2: 1. Rick Zeigler (Kaw); 2. Roger Hayes (Yam); 3. Ron Bates (Hon); 4. Victor Maynez (Hon); 5. Tim Murphy (Suz).

+30 PRO: 1. Allan Dyck (Yam); 2. Mike Beier (Kaw); 3. Willy Musgrave (Hon); 4. Brian Myerscough (Hon); 5. Robert Weber (Hon).

+30 MSTR: 1. Rod Richardson (Yam); 2. Rick Richards (Kaw); 3. Larry Baker (Yam); 4. Scott Wilkinson (Hon); 5. Mark Crosby (Kaw).

+35 AM: 1. Bill Melanson (Suz): 2. Gary Shoemaker (Yam); 3. Brad Sloan (Hon); 4. Dan McClintock (Yam); 5. Jeff Gianni (Suz).

+35 MSTR: 1. Rod Richardson (Yam); 2. Rick Richards (Kaw); 3. Willy Haney (Suz); 4. Jim Hanson (Hon); 5. Pryor Campbell (Suz).

+40 AM: 1. Don Wallingsford (Kaw); 2. Wayne Carey (Hon); 3. Bill Carr (Yam); 5. Bill Mahaffey (Kaw); 5. Jose Rodriquez (Yam).

+40 MSTR: 1. Lars Larsson (Yam).

Upcoming Rounds:
Round 2 - Perris, CA., January 16
Round 3 - San Bernardino, CA., January 22

Round 2: Florida Motorsports Complex

Dowd dominates, Windham wails

(Above) John Dowd (16) topped both 250cc Pro motos, while Jeff Curry (56) was fifth overall. (Left) In the 125cc Pro division, Kevin Windham (511) overcame a poor first-moto start to finish second. The 15-year-old then holeshot moto two and led wire-to-wire for the overall.

By Mike and Anne Adair

OCALA, FL, JAN. 8-9

John Dowd and Kevin Windham were crowned overall winners in the Pro classes at the second round of the Scott USA/Dunlop/Barrs Competition/Pro Circuit/AXO/Maxima/Boyesen/Pro Action/White Bros/Performance Engineering/FMF/Hammerhead Graphics/*Cycle News*-sponsored Florida Winter AMA Motocross Series in Ocala. Team Boyesen/Yamaha/Penske's Dowd posted first-place finishes in both 250cc motos, while Kawasaki Team Green's Windham split wins with Tim Ferry in the 125cc division.

Over 600 entries did battle at the facility, which is owned and operated by Steve Benninger and Mike McQuaig, a pair of Marion County Deputies who also race motocross with their sons. The natural-terrain circuit, which also hosts a Grand National Cross Country round each February, utilizes surrounding hills that are covered by hard clay.

In the first 125cc Pro moto, Kevin Crine rocketed into the lead through the first turn, with Steve Herman, John Fesler, Barry Carsten, Jim Chester, Kenny Yoho and Paul Currie in tow. Series regulars Dowd, Ezra Lusk, Jeff Curry, Ferry and Windham were buried deep in the pack.

Chester and Carsten found their way to the front, with Chester securing the lead on lap four. Carsten took over soon after, and stayed up front for 10 laps, though he later admitted he thought Chad Pederson was the leader. Curry and Ferry teamed up to hunt down the leaders, and they were soon dicing with Carsten and Windham.

"Ferry and I were pushing each other to the front," said Curry. "Carsten wore down and we got by him."

"Curry had me for a while, but I picked a better line on a lapper and pulled away from him," added Ferry, who won the moto ahead of Windham, Curry, Carsten and Dowd.

"I picked 41st on the gate, and was about 25th into the first turn," said Windham. "At the end, Curry was only a length behind me."

Moto two saw Windham getting a much better jump and nailing down a holeshot, and with a clear track ahead of him, he led flag-to-flag to secure the overall. Lusk was the only rider within range after two laps, and the factory Suzuki rider tried all-out to track down the fleeing Windham. On lap 12, though, Lusk took a nasty, end-over-end spill that brought the mechanics running.

"I lost the handlebar on a jump, and I went over the bars and tumbled over a berm with the bike," said Lusk, who was shaken but otherwise okay.

"Ezra Lusk was coming up on me," said the Team Green/AXO/Maxima/Scott/Dunlop/Pro Circuit/N Style/No Fear/Hammerhead Graphics-sponsored Windham. "I saw him about a turn back and had to ride hard to hold him off. But then he took a bad fall and was out of it."

On the final lap, Dowd took over the runner-up spot by passing Mike Brown, who was suffering from a dislocated thumb. Pederson, Carsten and Chester filled out the top five.

Travis Blackburn was a surprise in both 250/500cc Pro class starts, putting the power of his big KX500 to good use. The big bike soon wore him down, however. "I should have known from the shower of rocks that Blackburn was on a 500," said Dowd.

In the early going of moto one, Brown, Dowd, Keith Johnson, Curry, Chris Coleman and Vince Devane were

all within range of the front. Dowd, Curry and Ferry claimed the top three slots on lap three and an intense three-way dice ensued. Ferry took the lead when Curry went down, but Dowd kept up the pressure and Ferry slid out in a turn on lap 14.

"I knew Timmy would be back," said Dowd. "I was looking everywhere for berms on this hard track."

"The fall shook me up and took the drive out of me," said Ferry, content with second.

Pederson, Jim Neese and Craig Noack completed the top five.

Dowd displaced the quick-starting Blackburn on lap two of the second moto, with Alan Andreu, Brian Austin, Carl Vaillancourt, Pederson, Brown, Bruce Stratton and Ferry in the lead pack. The 30-year-old Andreu held third until his rear tire slipped off its rim. At moto's end, it was Dowd with the win, and Ferry, Curry, Jim Neese and Brown rounding out the field. Neese's 4-4 finishes were good for third overall.

"I was glad I got away clean in the early moto," said the Scott/AXO/Twin Air/Renthal/Acerbis/DF/Ceet/100%/Karcher/DF/Dunlop/MMF/Apico/D.I.D-backed Dowd. "I felt relaxed and smooth right out. After I took the lead, I kept an eye out for Tim Ferry. Timmy likes a hard surface like this track."

Ricky Palmer returned from a broken wrist, and led the Vet Pro crew off the line in the first moto. Andreu, Earl May, Austin, Ortner and JoJo Keller took chase. Andreu, who had mounted a new tire, motored by for the win, then backed it up with another victory in moto two.

The 30+ class came down to a controversial last-lap slug-fest between May and Andreu, with May earning the overall win.

"I passed Earl on the outside, gave him plenty of room and he slammed me twice," said Andreu.

"I had the inside," countered May. "My brakes were fading and I didn't mean to hit Alan."

Windham kept his record perfect in the 125 and 250cc A ranks, turning in a four-moto sweep, despite the fact that he was hindered by a rear flat in the final tiddler outing.

Steve Lewis finished at the top of the 40+ A class, and said, "I was conservative, and skipped the 35+ A class. I'll try both next week."

John Lundy and Wendell Kern battled in the 25+ and 30+ B classes, and split overall wins. "I've been racing the Winter AMA Series for 23 years, and this is my first overall," said 25+ winner Lundy. CN

Florida Motorsports Complex
Ocala, Florida
Results: January 8-9, 1994 (Round 2 of 4)

125 PRO: 1. Kevin Windham (Kaw); 2. John Dowd (Yam); 3. Mike Brown (Hon); 4. Barry Carsten (Suz); 5. Tim Ferry (Yam); 6. Jim Chester (Yam); 7. Josh Latina (Kaw); 8. Jim Neese (Kaw); 9. David Gaylord (Kaw); 10. Chad Pederson (Yam).

250 PRO: 1. John Dowd (Yam); 2. Tim Ferry (Yam); 3. Jim Neese (Kaw); 4. Chad Pederson (Yam); 5. Jeff Curry (Kaw); 6. Craig Noack (Suz); 7. Chris Coleman (Suz); 8. Bradley Strunk (Suz); 9. Dag Boyesen (Yam); 10. Jean Roy (Suz).

VET PRO: 1. Alan Andreu (Yam); 2. Earl May (Yam); 3. Brian Austin (Kaw); 4. Jon Ortner (Kaw); 5. JoJo Keller (Yam).

125 A: 1. Kevin Windham (Kaw); 2. Jeff Curry (Kaw); 3. Jean Roy (Suz); 4. Jim Neese (Kaw); 5. Josh Latina (Kaw).

125 B: 1. J.D. Collins (Kaw); 2. Jarrett Tipping (Suz); 3. Ramsay Bulkeley (Hon); 4. Danny Haynes (Kaw); 5. Tilden Styron (Suz).

125 C: 1. Lee Tatham (Yam); 2. Shane Fox (Suz); 3. Ronnie Renner (Yam); 4. Marcus Hedrick (Suz); 5. Travis Willis (Hon).

250 A: 1. Kevin Windham (Kaw); 2. Jeff Curry (Kaw); 3. Barry Carsten (Suz); 4. Paul Currie (Kaw); 5. Robbie Skaggs (Kaw).

250 B: 1. Shawn Perolio (Kaw).

250 C: 1. Marco Dube (Suz); 2. Lee Tatham (Yam); 3. Christian Fournier (Hon); 4. Shane Fox (Suz); 5. John Sheffey (Suz).

P/W: 1. James Stewart (Yam); 2. Jason Wood (Yam); 3. Matthew Guerbe (Yam); 4. Kyle Williamson (Yam); 5. Barrett Smith (Yam).

65 (7-11): 1. Joshua Summey (Kaw); 2. Jeremy McDow (Kaw); 3. Chaz Northey (Kaw); 4. Joshua Faustino (Kaw); 5. Troy Adams (Kaw).

85 (7-11): 1. Travis Pastrana (Suz); 2. Kyle Farnell (Yam); 3. Aaron Lindsey (Kaw); 4. C.D. Clayton (Yam); 5. Joshua Summey (Kaw).

85 (12-13): 1. Matt Walker (Kaw); 2. Justin Buckelew (Hon); 3. Josh Scott (Hon); 4. Jeremy Shuttleworth (Yam); 5. Andrei Boloni (Suz).

85 (14-15): 1. Ricky Carmichael (Kaw); 2. Derrick Shae Bentley (Kaw); 3. Adam Rake (Kaw); 4. Jason Thomas (Kaw); 5. Marcus Hedrick (Suz).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Derrick Shae Bentley (Kaw); 3. Adam Rake (Kaw); 4. Marcus Hedrick (Suz); 5. Matt Walker (Kaw).

WMN: 1. Amber Hughes (Suz); 2. Beth Rewis (Kaw); 3. Gina Perry (Hon).

125 YTH: 1. Shawn Perolio (Kaw); 2. Robbie Horton (Kaw); 3. Christopher Bailey (Kaw); 4. Jason Newton (Kaw); 5. Marcus Hedrick (Suz).

16-24: 1. Jason Sybert (Kaw); 2. Tilden Styhon (Suz); 3. J.D. Collins (Kaw); 4. Chad Kresge (Kaw); 5. Jeff Yentzu (Kaw).

25+: 1. Fred Andrews (Yam); 2. Barry Carsten (Suz); 3. Alan Andreu (Yam); 4. Chris Coleman (Suz); 5. Ricky Palmer (Hon).

25+ B/C: 1. John Lundy (Yam); 2. Tim Stokes (Yam); 3. Dell Ellanson (Yam); 4. Jeff Reynolds (Yam); 5. Tim Lozaw (Yam).

30+: 1. Earl May (Yam); 2. Alan Andreu (Yam); 3. Brian Austin (Yam); 4. Ricky Palmer (Hon); 5. Kevin Kight (Hon).

30+ B/C: 1. Wyndell Kern (Kaw); 2. John Lundy (Yam); 3. Dell Ellanson (Yam); 4. Gary Graham (Hon); 5. Tim Stokes (Yam).

35+ A: 1. Steven Dixon (Yam); 2. Jeff Hughes (Kaw); 3. David Wagner (Yam); 4. Barry Mayo (Suz); 5. Keith Waddell (Hon).

40+ A: 1. Steve Lewis (Yam); 2. Gary Peak (Suz); 3. Barry Mayo (Suz); 4. Woody Strickland (Yam); 5. Stephen Cox (Kaw).

Upcoming Rounds:
Round 3 - Dade City, FL, January 22-23
Round 4 - Gainesville, FL, January 29-30

(Above left) Ezra Lusk won the first 125cc moto, but crashed while chasing Windham in the second outing. (Above) Shawn Perolio had the slippery, hard-packed surface dialed; he won both the 125cc Youth and 250cc B classes. (Left) National Cross Country Champion Fred Andrews (75) returned to his motocross roots, and emerged victorious in 25+ A competition. Barry Carsten chases. (Below) Earl May (62) came out on top of a last-lap confrontation with Alan Andreu (149), and posted the win in the 30+ A category.

Round 1: Sunrise Valley Raceway

It's Parsons at Sunrise

By Scott Hoffman

ADELANTO CA, JAN 9

Terry Parsons kicked off the 1994 season in grand style by piloting his JT USA/ Varner/MMF/ Rocket Rex/ FMF-backed Kawasaki KX125 into the winner's circle in the 125cc Pro class during the opening round of CMC's 18th running of the Golden State Nationals. Sunrise Valley Raceway welcomed the over 500 racers who showed up to do battle on the Marc Peters-designed track. On top of the exciting racing action, spectators and racers were treated to helicopter rides over the facility and a brief air show by an F-16 fighter jet.

At the start of the first moto it was Parsons with the holeshot, while NCY's Mike Metzger, former Western Regional 125cc Supercross Champion Ty Davis and Suzuki support rider David Pingree followed close behind. Parsons quickly turned on the afterburners and left Davis and Metzger to fight over second.

"I felt really good," said Parsons. "I have been training really hard."

(Top) Terry Parsons (1) was the Pro class holeshot king of the weekend. (Left) Off-roader Ty Davis returned to his motocross roots and finished third in the 125cc Pro class.

Metzger and Davis diced back and forth until Davis finally made a pass stick at the start of the third lap. With a clear track ahead, Davis started to reel in the leader, Parsons. Davis nipped at the leader's rear fender several times, but couldn't seem to make a move. Parsons countered the attack by Davis and started to pull away; Davis couldn't seem to hang on.

"My arms started to pump up big time," said Davis. "I haven't raced motocross since Mammoth."

With Parsons out in front and Davis holding on to second, Pingree was back in fourth and on the move. Pingree's first break came when Metzger slid out and left the door open for third. With only a few laps to go, Pingree closed up on Davis' rear fender and started to make a move.

" It took a while to get used to the track; I only had three laps of practice," said Pingree.

Pingree's determination paid off as he closed the gap in time to take second away from Davis on the final lap. At the finish, Parsons cruised in for the lead while Pingree won a hard-fought battle for second. Davis held off last year's Golden State Series Champion, Cory Keeney, for third.

In the second moto, Parsons repeated his holeshot while Davis, Keeney and Rich Taylor followed close behind. Parsons couldn't seem to make the clean

break that he did in the first moto and was forced to fight for position. Davis and Keeney dogged Parsons in the opening laps until Parsons gave in to the pressure. Davis first picked off Parsons through the whoops, then three turns later Keeney took over second.

While the top three riders were jockeying for position, Bader Manneh was on the gas and moving up fast. Manneh first picked off Taylor in fourth, then took over third on the following lap when Parsons started to fade. Davis and Keeney swapped positions for the lead and before they could make another move, Manneh was knocking at the back door. The top three riders started to bang bars until Manneh finally slammed his way into the lead on the final lap. When it was finally over, Manneh won the moto with Keeney, Davis and Parsons crossing the line in that order. Parsons took the overall win with the most points garnered.

In the 250cc Pro class, Mike Healey and Kyle Lewis swapped moto wins, with Lewis grabbing the overall by virtue of his second-moto win.

In moto one, Healey was clearly the man to beat as he jumped into the lead at the start and never looked back. Parsons and Lance Smail held the runner-up spots during the opening laps of moto one. Lewis suffered from a poor start, but quickly moved through the pack.

"I had to come from behind," said Lewis. "I was about 12th at the start."

By the halfway point, Lewis had worked his way into second, but Healey had pulled out a huge lead. Lewis wasn't able to close the gap and had to settle for second. Parsons held onto third while Smail fell back to fourth.

In the second go-round, Parsons grabbed the early lead with Lewis, Manneh and Healey hot on his tail. Lewis and Healey squeezed past Parsons on the second lap to take the top two positions. The stage was set for a duel to the end. Healey reeled in Lewis, but wasn't able to find a way past. Healey kept trying until a mishap cost him the win.

" I thought I had him through the whoops, but I tried to triple and landed in a hole," said Healey.

After Healey's mishap, Lewis pulled out a lead that was too large to close and went on to take the win; Healey had to settle for second; Parsons held on for third.

In the 60cc 0-8 year-old class, Daryl Eckland pulled off the win by beating out Scott Howe in the second moto to take the overall. In the first moto, Howe had led the race from start to finish, but Eckland held on to the all-important second spot.

The second moto was all Eckland, as Howe found himself in third after the first lap. Howe passed Kyle Partridge to take over second, but Eckland had a good lead. At the finish it was Eckland with the win while Howe crossed the line a disappointed second.

Other exciting action took place in the 250cc Intermediate class as Team Green rider Dustin Nelson won both motos to take top honors in the class. In the first moto, Nelson made it look easy by leading the race from start to finish.

In moto two, however, Nelson had to earn his keep as he battled with Patrick McMullen and teammate Jeff Willoh. McMullen led at the start, but by the second lap Willoh and Nelson flew past him for the lead. Those two riders went at it until the final lap, when Nelson finally made the pass for the lead and the win. CN

Sunrise Valley Raceway
Adelanto, California
Results: January 9,1994 (Round 1 of 4)

PW BEG: 1. Ricky Home (Yam); 2. Cory Burns (Yam); 3. Dillon Hume (Yam); 4. Steven Stultz (Yam); 5. Mitch Lawler (Yam).

P/W JR: 1. Ricky West (Yam); 2. Sean Collier (Yam); 3. Kyle Partridge (Yam);4. Chris Nihan (Pax); 5. Joey Christy (Yam).

P/W Mod: 1. Sean Collier (Yam); 2. Chris Nihan (Pax); 3. Bonnie Gamble (Yam); 4. Anthony Houser (Yam); 5. Jesse Bowler (Yam).

60 (0-8): 1. Chris Tocco (Kaw); 2. Dylan Lord (Kaw); 3. Emitt Kling (Kaw); 4. Josh Moraine (Kaw); 5. Austin Jones (Kaw).

60 (9-11): 1. Daryl Eckland (Kaw); 2. Scott Howe (Kaw); 3. Cale Wallace (Kaw); 4. Kyle Partridge (Kaw); 5. Ryan Coube (Kaw).

80 BEG: 1. Scott Howe (Suz); 2. George Lamonte (Suz); 3. Drew Graham (Kaw); 4. Ryan Picard (Yam); 5. Daryl Eckland (Suz).

80 (9-11): 1. Brian McFadden (Yam); 2. Bobby Bonds (Kaw); 3. Bryan Jaramillo (Kaw); 4. Bryan Allen (Suz); 5. Austin Jones (Suz).

80 (12-16): 1. Josh Tarantino (Suz); 2. Jimmy Varis (Suz); 3. Billy Payne (Kaw); 4. Doug Parsons (Suz); 5. Andy Harrington (Kaw).

80 NOV: 1. Westly Vaughn (Kaw); 2. Tony Leavitt (Kaw).

125 BEG DIV 1: 1. Michael Cingmars (Hon); 2. Chris Nietzel (Suz); 3. Jake Gibson (Yam); 4. Adam Pierce (Kaw); 5. Jimmy Smith (Yam).

125 BEG DIV 2: 1. Jason Tarrant (Kaw); 2. Dennis Woodard (Suz); 3. Mike Gibson (Hon); 4. Kenny Bittlon (Suz); 5. Shawn Haywood (Kaw).

125 JR: 1. Jimmy Deever (Hon); 2. Jason Wood (Suz); 3. Casey Lytle (Hon); 4. Guy Gifffin (Yam) 5. Terrance Melan (Suz).

125 INT: 1. Jeff Willoh (Kaw); 2. Jason Partrige (Kaw); 3. Travis Preston (Yam); 4. Patrick McMullen (Hon); 5. Angelo Ingrande (Hon).

125 PRO: 1. Terry Parsons (Kam); 2. Cory Keeney (Kaw); 3. Ty Davis (Kaw); 4. Bader Manneh (Suz); 5. David Pingree (Suz).

250 BEG: 1. Tom Butler (Yam); 2. Judd Scanlan (Yam); 3. Kris Braver (Yam); 4. Wayne Zahrt (Yam); 5. Chris Smith (Hon).

250 JR: 1. Mark Ehrhardt (Yam); 2. Cliff Cook (Yam); 3. Shawn O'Brian (Suz); 4. Travis Louther (Yam); 5. Steve Wamboldt (Suz).

250 INT: 1. Dustin Nelson (Kaw); 2. Jason Partrige (Kaw); 3. Jeff Willoh (Kaw); 4. Patrick McMullen (Hon); 5. Angelo Ingrande (Kaw).

250 PRO: 1. Kyle Lewis (Yam); 2. Mike Healey (Hon); 3. Terry Parsons (Kaw); 4, Bader Manneh (Suz); 5. Rich Taylor (Hon).

500 AM: 1. Christopher Nelson (Hon); 2. Andy Anaya (Suz); 3. Stacy Harman (Hus); 4. Chris Murphy (Hon); 5. Bob Tippit (Hon).

500 PRO: 1. Lance Smail (Hon).

UTH AM: 1. Thod Sweeney (Suz); 2. Victor Sheldon (Yam); 3. Steve Lawler (Yam); 4. Joe Cozano (Hon); 5. Tom Butler (Yam).

UTH MSTR: 1. Brian Sweeney; 2. Jon Zahrt (Yam); 3 Kenny Zahrt (Yam); 4. Jeff Barbacovi (Yam); 5. Danner Elliot (Hon).

VET BEG: 1. Alan Pugliese (Yam); 2. Stacy Shaggs (Suz); 3. Robert Seeds (Suz); 4. Mark Brooks (Yam); 5. Michael Erstein (Yam).

VET JR: 1. Dickie Dye (Yam); 2. Gerald Jackson (Suz) 3. Mark Davenport (Yam); 4. Blake Orgill (Kaw); 5. Scott Highland (Suz).

VET INT: 1. Steve Lawler (Yam); 2. Darin Layton (Yam); 3. Bob Tippit (Hon); 4. David Lynch (Hon); 5. Glen Wiedman (Suz).

VET MSTR: 1. Kenny Zahrt (Yam); 2. Gary Jones (Yam); 3. Jon Zahrt (Yam); 4. Ron Sharp (Suz); 5. Gary Doggett (Hon).

VET PRO: 1. Mike Healey (Hon); 2.Billy Frank (Yam); 3. Ray Sommo (Yam); 4. Dan Berg (Kaw); 5. Tim Telford (Yam).

OT AM: 1. Rich Hanson (Hon) 2. Bob Archer (Kaw); 3. Tommy Pearl (Hon); 4. W.G. Wilson (Suz); 5. Layman Gattis (Hon).

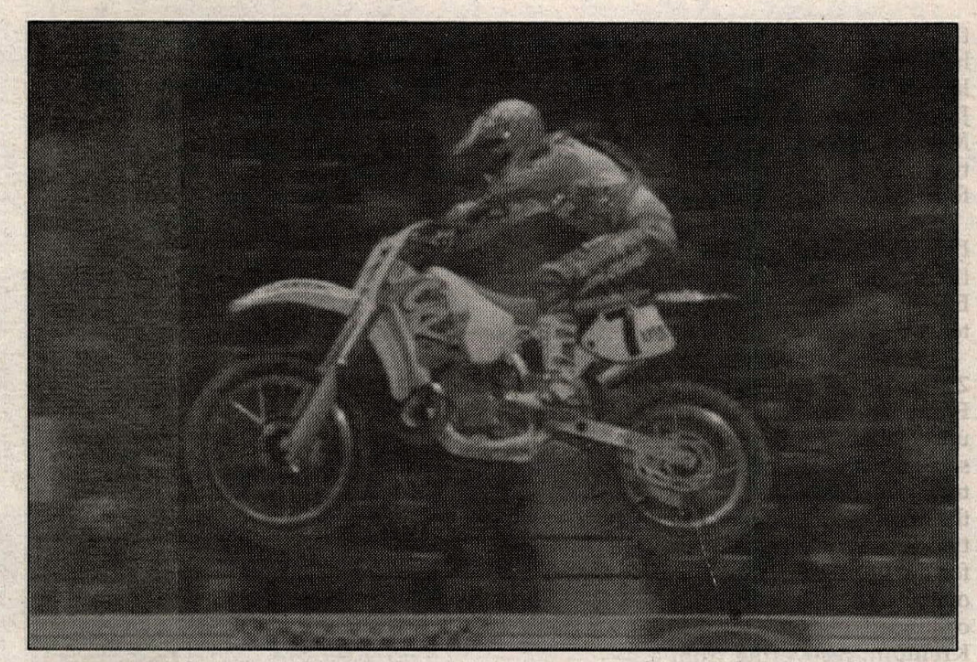
OT MSTR: 1. Gary Jones (Yam); 2. Gary Doggett (Hon); 3. Carl Gazafy (Hon); 4. Jeff Haniott (Hon); 5. Jim O'Neal (Hon).

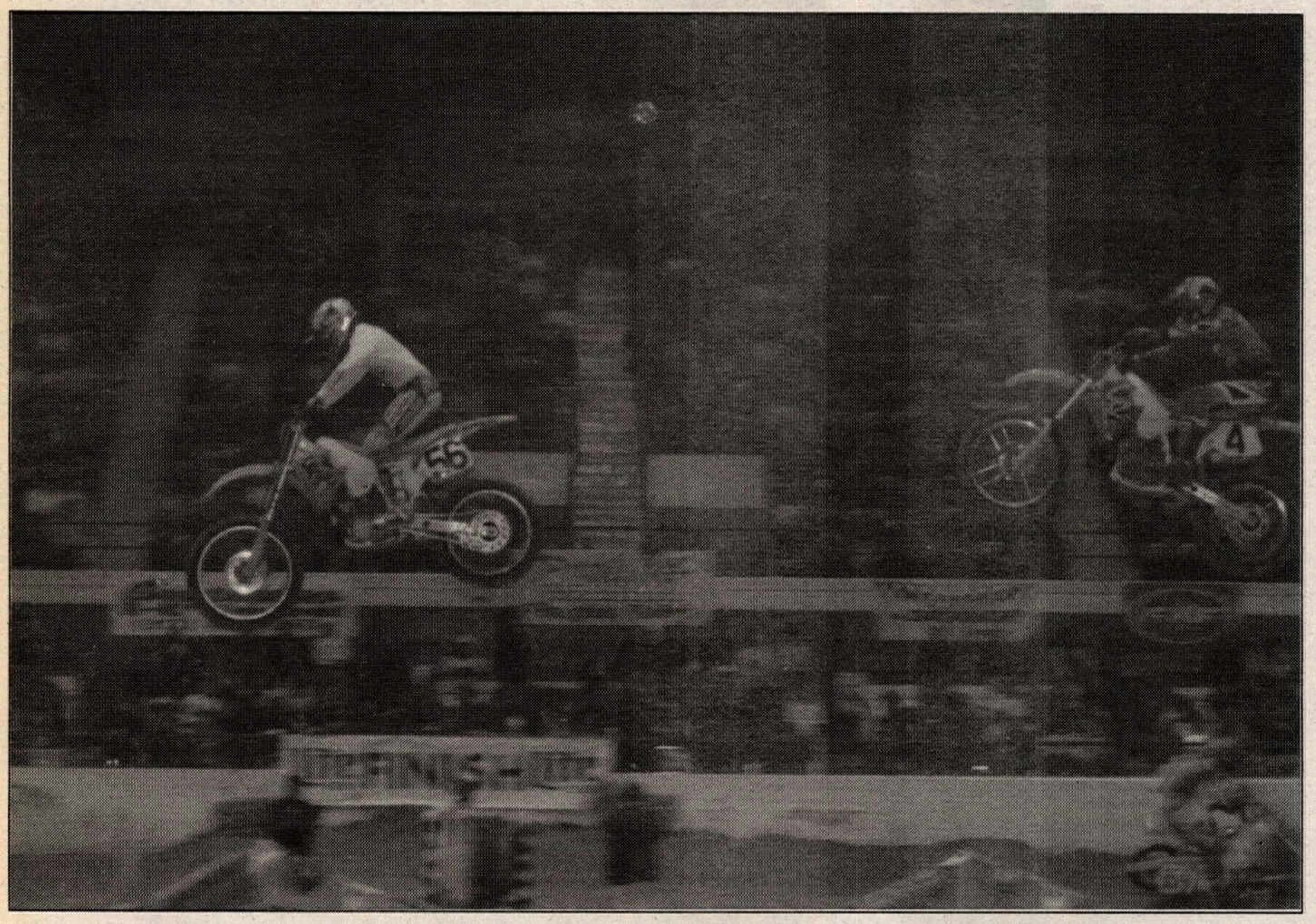
Upcoming Rounds:
Round 2 - Adelanto, CA, January 16
Round 3 - Ramona, CA, January 23

(Right) Travis Preston (19T), Angelo Ingrande (381) and Jason Partridge (15) diced in the 125cc Intermediate class. (Below) Parsons (1P) led winner Kyle Lewis (8) in 250cc Pro action.

Round 2: Will Rogers Memorial Stadium

Goodman shines in the Lone Star state





By Kat Spann

FORT WORTH, TX, JAN. 7-8

Grayson Goodman swept both the Friday and Saturday night 125cc Pro mains at the second round of the Mike Kidd-promoted ProLite Arenacross Series at Will Rogers Memorial Coliseum, while the 250cc division saw Billy Whitley and Travis Hodges split main event wins. After winning on the first night of racing, Whitley was the runner-up on Saturday, and also collected $850 for topping the Dash for Cash.

"The track is great and the competition is a real challenge," said the Miller Lite/Tucker-Rocky/MSR/Tuf Racing/FMF/CTi/Smith/Renthal-backed Whitley. "I'm very grateful to Mike Kidd for putting on a great series, and to Miller Lite for their generous sponsorship."

The Miller Lite-sponsored event paid out $15,000 in prize money, in addition to the $10,000 points fund that has been posted for the entire series. The arenacross ran in conjunction with the second annual Fort Worth/Dallas Motorcycle Expo. Strangely, the event was also taking place at the same time - technically, two hours later - as round three of the ProLite series being held in San Fransisco, California, at the Cow Palace.

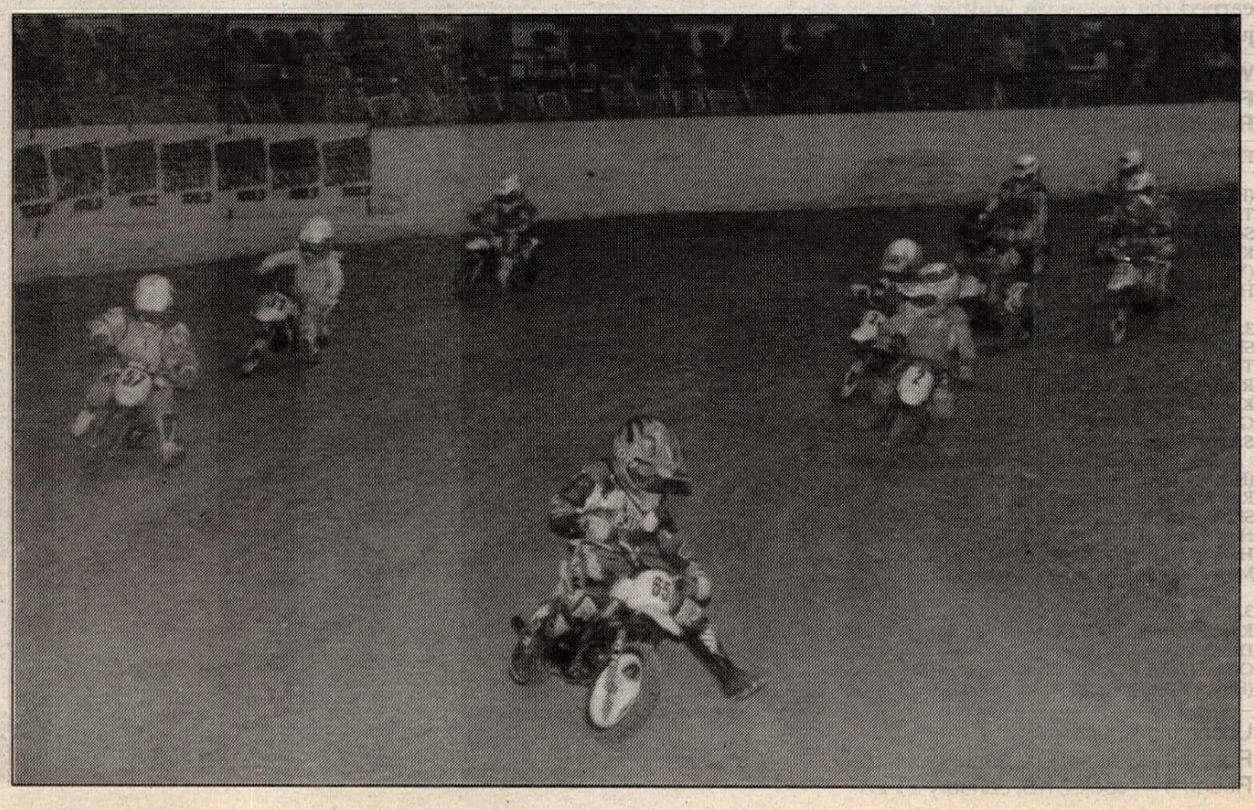
The weekend started off with a bang as the 125cc heats got underway on Friday night. Shawn Morgan and Roy Schellenberger battled for the holeshot honors in heat one, with Morgan taking advantage of the inside line as he leaped into the whoops. Morgan and Schellenberger cannoned over the 60-foot double and into the right-hand sweeper; Morgan stalled his engine and Schellenberger took the lead. Hodges came from behind to hound Schellenberger on the last lap, making the pass to take the win and earn first pick for the gate in the main.

Terry Tinney and Jeff Schwirtz were involved in a start-to-finish battle in the second heat, with Tinney controlling the first three laps before Oklahoma's Trey Owens bumped everyone back. Owens led the final three laps and guaranteed himself a position in the 125cc main.

The heats were followed by the fast-paced semis, which narrowed the field down to 14 riders for the main. Jason Edwards was back on track, after breaking his leg at Loretta Lynn's, and he put on a spectacular show in the first 125cc semi. Edwards took the holeshot and led all the way to the checkered flag.

In the main, LCS/AXO/Oakley/Jeff Long/N-Style-supported Goodman jumped out front and stayed there

(Top right) Billy Whitley topped Friday night's 250cc main event, then pocketed $850 for winning the Dash for Cash. (Above) Grayson Goodman (56), here pursued by Terry Tinney, won the 125cc class on both nights. (Right) Arenacross isn't just for pros. Amateurs like these pee-wee racers got a chance to perform for the crowd.



throughout the 19-lap battle. Whitley held second position until lap 17, when lapped riders congested the track and Jason Krempin took his place. Shawn Morgan slipped into third for the final two laps, with Whitley dropping back to fourth.

Goodman was elated: "This is great! I've been working up to this for a long time and I couldn't be happier! I knew Billy was behind me and I wasn't about to let up, but I won and I feel great!"

Whitley grabbed the holeshot in the 250 main and rocketed into the whoops. From the first turn to the last, he was unbeatable, and the real battle was over second place. Dennis Hawthorne, a five-time Arenacross Champion, returned to the arena this year, after recovering from two broken ankles, and chased Whitley for the first four laps before Morgan took over second. Hawthorne and Morgan continued to argue over the position until Krempin, recovering from a mediocre get-away, moved into second just after the white flag. Krempin appeared to have a runner-up finish in the bag, but Hodges had other ideas. He had worked his way up from last place to challenge Krempin in the final turns, and took over second place for good in the rockers.

Goodman turned in a repeat 125cc performance on Saturday night, though Whitley was in the hunt from the get-go. Hodges placed third for another trip to the podium, while Clint Latham followed up his heat-race win with a fourth-place finish in the main.

"The crowd is one of the keys to winning in arenacross," said Whitley. "When the fans are screaming and cheering you on, you can't help but pump up the adrenaline and go after the win."

The 250cc main had almost as many passes near the front as there were spots on the gate. Roy Schellenberger started off with the holeshot and led for four laps, with Whitley second out of the gate. Hodges soon charged by them both and took over the reins on lap five, holding on tight to the finish. Whitley haunted Schellenberger for seven laps, then moved by him and tried to chase down Hodges. Tinney, who gated fifth, picked off his peers one by one until he was in third behind Whitley. A pair of riders separated the two, but once around them on the last lap, Tinney began to challenge Hodges. The crowd was on its feet as the two attacked the final set of rockers side-by-side. The Fast Competition/HOY/Fox/Toyota/Answer-supported Hodges earned the win, with Whitley nosing in just inches ahead of Tinney for second. CN

Will Rogers Memorial Stadium
Fort Worth, Texas
Results: January 7-8 (Round 2 of 9)

FRIDAY

125: 1. Grayson Goodman (Hon); 2. Jason Krempin (Hon); 3. Shawn Morgan (Kaw); 4. Billy Whitley (Hon); 5. Travis Hodges (Kaw); 6. Jason Edwards (Kaw); 7. Roy Schellenberger (Kaw); 8. Terry Tinney (Hon); 9. Travis Kobush (Hon); 10. Brad Woolsey (Kaw); 11. Trey Owens (Yam); 12. Philipe Dupasquier (Yam); 13. Dennis Hawthorne (Kaw); 14. Brandon Lacey (Kaw).

250: 1. Billy Whitley (Hon); 2. Travis Hodges (Kaw); 3. Jason Krempin (Hon); 4. Dennis Hawthorne (Kaw); 5. Shawn Morgan (Kaw); 6. Roy Schellenberger (Kaw); 7. Trey Owens (Yam); 8. Philipe Dupasquier (Yam); 9. Robby Clauss (Hon); 10. Terry Tinney (Hon); 11. Travis Kobush (Hon); 12. Doug Stone (Kaw); 13. Grayson Goodman (Hon); 14. Brad Woolsey (Kaw).

SATURDAY

125: 1. Grayson Goodman (Hon); 2. Billy Whitley (Hon); 3. Travis Hodges (Kaw); 4. Clint Latham (Hon); 5. Roy Schellenberger (Kaw); 6. Terry Tinney (Hon); 7. Shawn Morgan (Kaw); 8. Jason Krempin (Hon); 9. Dennis Hawthorne (Kaw); 10. Trey Owens (Yam); 11. Carl Hansen (Hon); 12. Kaylom Young (Kaw); 13. Micah Moyes (Kaw); 14. Philipe Dupasquier (Yam).

250: 1. Travis Hodges (Kaw); 2. Billy Whitley (Hon); 3. Terry Tinney (Hon); 4. Grayson Goodman (Hon); 5. Roy Schellenberger (Kaw); 6. Shawn Morgan (Kaw); 7. Dennis Hawthorne (Kaw); 8. Doug Stone (Kaw); 9. Trey Owens (Yam); 10. Robby Clause (Hon); 11. Travis Kobush (Hon); 12. Brad Woolsey (Kaw); 13. Jeff Schwirtz (Hon).

Upcoming Rounds:
Round 4 - Guthrie, OK, January 14-16
Round 5 - Topeka, KS, January 21-23

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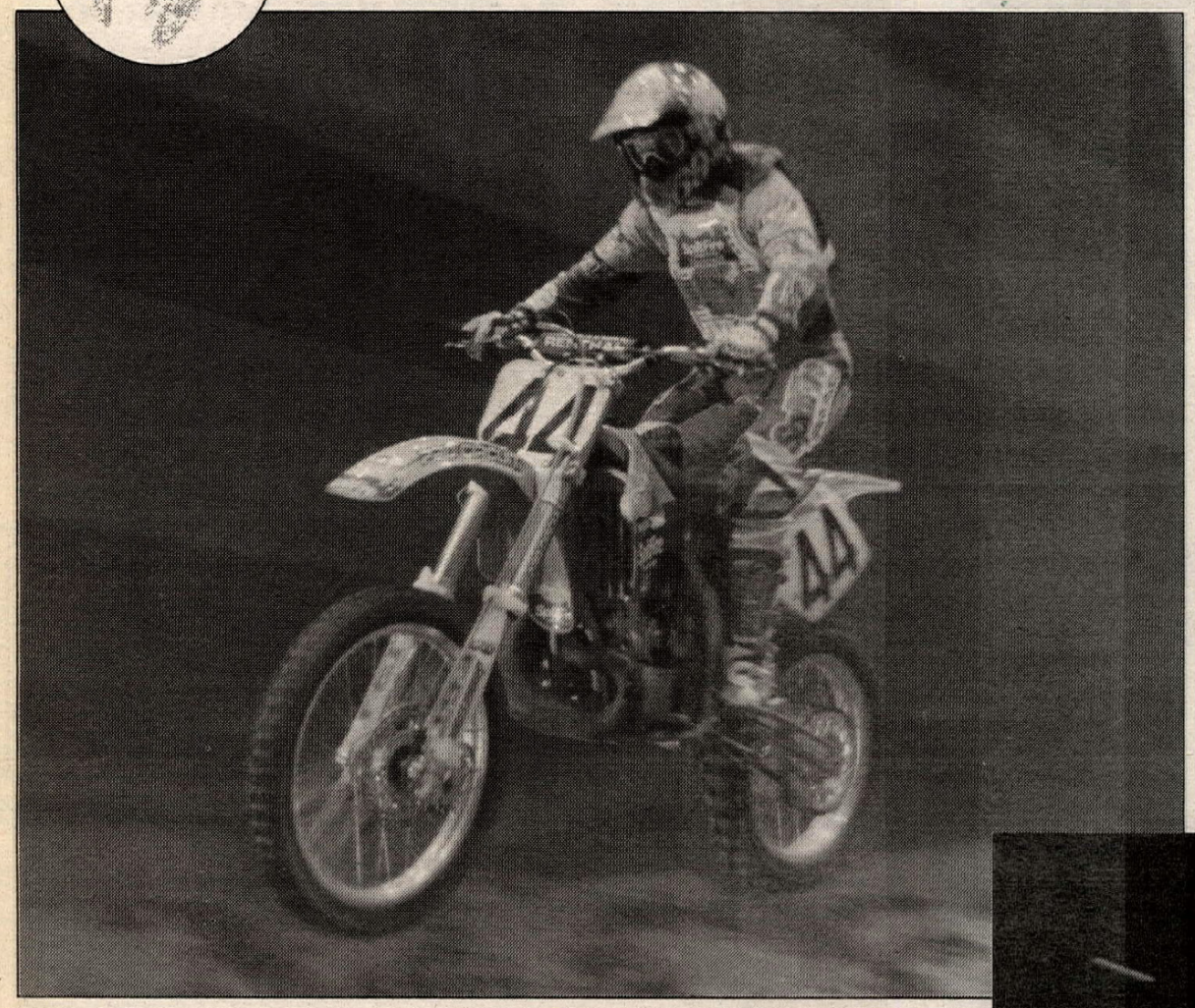
Round 3: Cow Palace



(Left) Jimmy Gaddis flew to the wins in the 125 and 250cc classes at the Cow Palace on Friday, but crashed out of action on Saturday. (Below) Yamaha's Doug Dubach collected the 250cc class win on Saturday. (Bottom) Mike Jones flew to Saturday's 125cc class victory.

Gaddis cashes in and crashes out

By Mike Vancil
Photos by Thomas Zarraonandia

SAN FRANSISCO, CA, JAN. 7-8

Jimmy Gaddis proved to the northern California fans just why he is the 1993 AMA Western Regional 125cc Supercross Champion - by winning both the 125 and 250cc main events on Friday and two heat races on Saturday, all during the ProLite National Arenacross held in San Fransisco's Cow Palace. Ruining Gaddis' hopes of a clean sweep in the finals were Suzuki rider Mike Jones and Yamaha-mounted Doug Dubach. Jones topped Saturday's 125cc final, as well as the $700 Dash for Cash, while Dubach concluded the weekend's activities with a win in Saturday's 250cc final.

The Kawasaki and Budweiser-sponsored/Mike Kidd-promoted event attracted many riders and spectators over the weekend. The event was held in conjunction with the 13th running of the Cycle World Motorcycle Expo.

A combination of heat and semi races trimmed the field to 14 for the 125cc feature on Friday night, and when the industrial-strength rubber band snapped signalling the start of the main event, Gaddis blasted into the early lead just ahead of Suzuki-mounted Jones. Gaddis stretched out his lead to about three bike lenghths and maintained this margin for most of the race, until Jones bailed over a big double jump. From this point on, Gaddis enjoyed a comfortable lead and put his Pro Circuit-backed Kawasaki on cruise control and sailed to victory.

Kawasaki rider Casey Johnson and Dubach crossed the finish line second and third, respectively, after both had passed Honda rider Rick Ryan early in the race. Jones recuperated from his crash to finish fourth, while Honda rider Lowell Moural completed the top five. Ryan dropped back to eighth at the finish.

The start of the 250cc feature saw 15 riders on the start line, some of whom had to start from a second row of the narrow starting chute. This time it was Jones getting the upper hand with Gaddis and Johnson in close pursuit.

Jones and Gaddis soon engaged in a serious battle for the lead, much to the delight of the large crowd. The battle wore on as the two riders fought tooth and nail. It wasn't until the eighth lap when Gaddis finally found daylight around Jones. Once into the lead, Gaddis set a new pace that Jones couldn't match. In fact, Jones suddenly found himself in more trouble with Dubach now breathing down his neck. Dubach mounted a late-race attack that carried him into second place, relegating Jones to third. Jones' problems continued when Johnson passed him late in the race. Honda rider Butch Smith finished fifth.

When the racing action resumed on Saturday, the big question was: Could Gaddis keep his win streak alive? He had already won both features, as well as every heat race that he had competed in.

After winning all his heat races Saturday night, Gaddis found himself ready to compete in the Rad N Bad-sponsored Dash for Cash, which preceeded the 125 and 250cc main events. Unfortunately for Gaddis, the $700 Dash for Cash would mark the end of his streak.

Gaddis roosted away to a third-place start behind leader Jones and Dubach. Dubach pressured Jones throughout the four-lap race, and it was on the last lap that Dubach pulled out the stops and made his bid for the lead. With the white flag in sight, Dubach tried a block pass on Jones and crashed. Gaddis inherited second and made a last-minute bid for the lead but ended up coming up just inches short. Jones pocketed the $700 - some of which was donated by the spectators - while Gaddis had to settle for second.

Later on, they were back at it again, this time in the 125cc feature. Once again, Gaddis found his way to the front of the pack, but during the fifth lap, he crashed and dropped several places back.

Jones inherited the lead, followed by Butch Smith, Vohland and Dubach. Dubach, however, was the rider to watch as he began haunting the leaders. He soon had control of second place but

could climb any further. Jones scored his first main event win of the weekend, while Dubach, Smith, Johnson and Gaddis rounded out the top five. Vohland faded back to sixth.

In the 250cc main, the final event of the weekend, things got off to a rocky start. During the first lap, while Gaddis, Jones and Brett Hamilton were all vying for the number-one position, two of the riders collided.

Gaddis came up short over a double jump and was used as a landing pad by Hamilton. As a result, both riders hit the ground, with Gaddis getting the worst of it. He was eventually taken to the hospital and was later released. Hamilton, on the other hand, was shaken up but otherwise okay.

The crash forced the red flag to come out and a subsequent restart.

Jones blasted into the lead ahead of Vohland and Dubach, who quickly relegated Vohland to third. Dubach then set his sights on the leader, Jones, who eventually crashed. Jones lost control of his bike in a section of whoops and launched his Suzuki off the track. He quickly re-entered the race, but not before losing four positions. Dubach settled into the lead with Smith second and Johnson third.

On the last lap, Jones, who had worked his way back up to fourth, began putting pressure on Johnson and made one last-ditch attempt to pass. Jones stuck his front wheel underneath Johnson's Kawasaki and out-dragged him to the checkered flag for third. The final finishing order was Dubach, Smith, Jones, Johnson and Honda rider Tony Graves.

In other racing action, Vincent Guisande and Cory McDaniel earned popular wins in the 50cc Pee Wee features. Guisande, riding an Italian-made Italjet, scored the win over Matt Gomez, Nick Davis, McDaniel and Charlie Morrison on Friday night, while Yamaha-mounted McDaniel finished ahead of Davis, Guisande, Steven Hernandez and Wes Patterson on Saturday night. CN

Cow Palace
San Francisco, California
Results: January 7-8, 1994 (Round 3 of 9)

FRIDAY

125: 1. Jimmy Gaddis (Kaw); 2. Casey Johnson (Kaw); 3. Doug Dubach (Yam); 4. Mike Jones (Suz); 5. Lowell Moural (Hon); 6. Tyson Vohland (Yam); 7. Butch Smith (Hon); 8. Rick Ryan (Hon); 9. Tony Graves (Hon); 10. Chad Smanjhk (Hon); 11. Mark Easley (Yam); 12. Greg Allen (Kaw); 13. Brian Walters (Suz); 14. Danny Nelson (Kaw).

250: 1. Jimmy Gaddis (Kaw); 2. Doug Dubach (Yam); 3. Casey Johnson (Kaw); 4. Mike Jones (Suz); 5. Butch Smith (Hon); 6. Tyson Vohland (Yam); 7. Brett Hamilton (Yam); 8. Mark Easley (Yam); 9. Tony Graves (Hon); 10. Danny Paladino (Kaw); 11. Rick Ryan (Yam); 12. Lowell Moural (Hon); 13. Ray Sommo (Yam); 14. Stan Finney (Kaw); 15. Shawn Wynne (Hon).

P/W: 1. Cory McDaniel (Yam); 2. Nick Davis (Yam); 3. Vincent Guisande (Itj); 4. Steven Hernandez (Yam); 5. Wes Patterson (Hon); 6. Anthony Houser (Yam); 7. Matt Gomez (Yam); 8. Nickoles Moore (Itj); 9. Andrien Figuera (KTM); 10. Jonathon Withrow (Yam); 11. Ryan Cowell (Yam); 12. Charlie Morrison (Yam); 13. Zachary Flores (Yam); 14. Chad Nielsen (Yam); 15. David Peterson (Yam); 16. Jeremy Fuller (Yam).

SATURDAY

125: 1. Mike Jones (Suz); 2. Doug Dubach (Yam); 3. Butch Smith (Hon); 4. Casey Johnson (Kaw); 5. Jimmy Gaddis (Kaw); 6. Tyson Vohland (Yam); 7. Tony Graves (Hon); 8. Ray Sommo (Hon); 9. Chad Smanjhk (Hon); 10. Mark Easley (Yam); 11. Danny Paladino (Kaw); 12. Jeffrey Brownlee (Suz); 13. Jay Athey (Hon); 14. Stan Finney (Kaw).

250: 1. Doug Dubach (Yam); 2. Butch Smith (Hon); 3. Mike Jones (Suz); 4. Casey Johnson (Kaw); 5. Tony Graves (Hon); 6. Ray Sommo (Yam); 7. Lowell Moural (Hon0; 8. Mark Easley (Yam); 9. Danny Paldino (Kaw); 10. Brett Hamilton (Yam); 11. Shawn Wynne (Hon); 12. Stan Finney (Kaw); 13. Tyson Vohland (Yam); 14. Jimmy Gaddis (Kaw).

P/W: 1. Vincent Guisande (Itj); 2. Matt Gomez (Yam); 3. Nick Davis (Yam); 4. Cory McDaniel (Yam); 5. Charlie Morrison (Yam); 6. Jonathon Withrow (Yam); 7. Chris Guajardo (Yam); 8. Chad Nielsen (Yam); 9. Nickoles Moore (Itj); 10. Ben Anderson (Yam); 11. David Peterson (Yam); 12. Brian Dominquez (Yam); 13. Joseph Shipman (Yam); 14. Adrien Figuera (KTM); 15. Zachary Flores (Yam) 16. Ryan Cowell (Yam).

Upcoming Rounds:
Round 4 - Guthrie, OK, January 14-16
Round 5 - Topeka, KS, January 21-23

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26 minutes from DB Sports.

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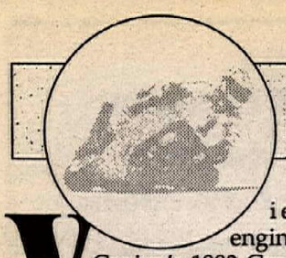


TEST John Kocinski's Cagiva V593

Lady in Red

By Alan Cathcart
Photos by Kyoichi Nakamura

Viewed as an engine dyno graph, Cagiva's 1993 Grand Prix season would have an enormous hole in the powerband. After a superb third place by new recruit Doug Chandler in the opening GP in Australia, in which he showed that the Lady in Red was a real contender for victory - after a hard winter of development (equipped with Michelin tires and Ohlins suspension once more instead of the Dunlop/Showa setup of 1992 and the Eddie Lawson era) - disappointment set in. Chandler struggled to recover from a hand injury sustained in open practice in Malaysia, and new recruit Mat Mladin's learning curve was as steep as could be imagined, being pitched from National-level superbike racing in Australia into the red-hot cauldron of 500cc two-stroke GP racing on the world stage. Just as Chandler appeared to have recovered his form, with a fine fourth place at Assen, he hurt himself again in a bone-rattling crash at Mugello, only this time even worse.The initial expectations aroused by that first result Down Under remained unfulfilled.

Then, dramatically, things began to turn around. First, wild-card rider Carl Fogarty, on loan from the sister Ducati superbike team for a single race, barely missed earning a rostrum finish at Donington Park when he ran out of fuel on the last lap, and was relegated to fourth place in the run to the finish line. Fogarty returned to four-stroke duties in an effort to clinch the World Superbike title, but for the next race at Brno he was replaced by team manager Giacamo Agostini's surprise package: John Kocinski, the *enfant terrible* of GP racing - and a proven winner in the 500 class.

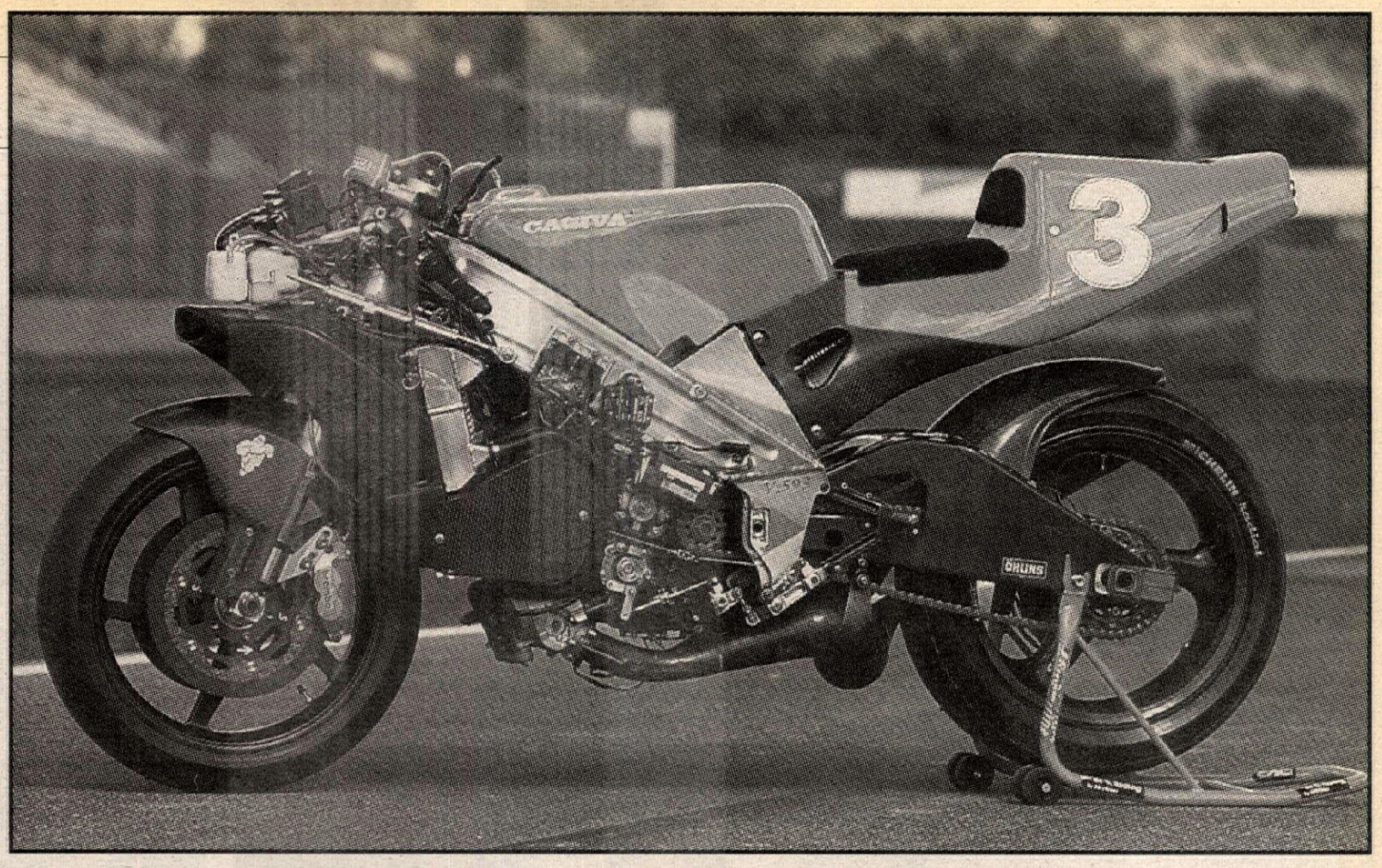
Those paddock skeptics, who had dismissed the Kocinski/Cagiva combo as two brilliant-but-erratic forces combining to produce a no-hope contender, had a rude awakening. It was a marriage made in heaven, blessed at the altar of GP success. The mercurial Kocinski, more Latin in temperament than American, found an ideal home in the GP paddock for his phenomenal talents. He suddenly had a team prepared to tailor the motorcycle to his exact needs, with a response time far quicker than that of the Japanese factories. Fourth in the Czechoslovakian GP in his first ride, he followed that with another fourth place on Cagiva's home ground at Misano. Then he scored a landmark victory on his home territory at Laguna Seca in the U.S. GP - the first time a Cagiva had ever defeated the assembled might of Japan Inc. on equal terms in dry conditions. Then, in the final GP of the season at Jarama, in the Spanish court of John's girlfriend Toti, which he has now adopted as home base, Kocinski took a decisive pole position and was set to make it two wins in a row. But that was befo Shinichi Itoh crashed his works Honda right in front of him, and the Cagiva rider had to take to the dirt to avoid running him over, shattering a carbon brake disc in the process.

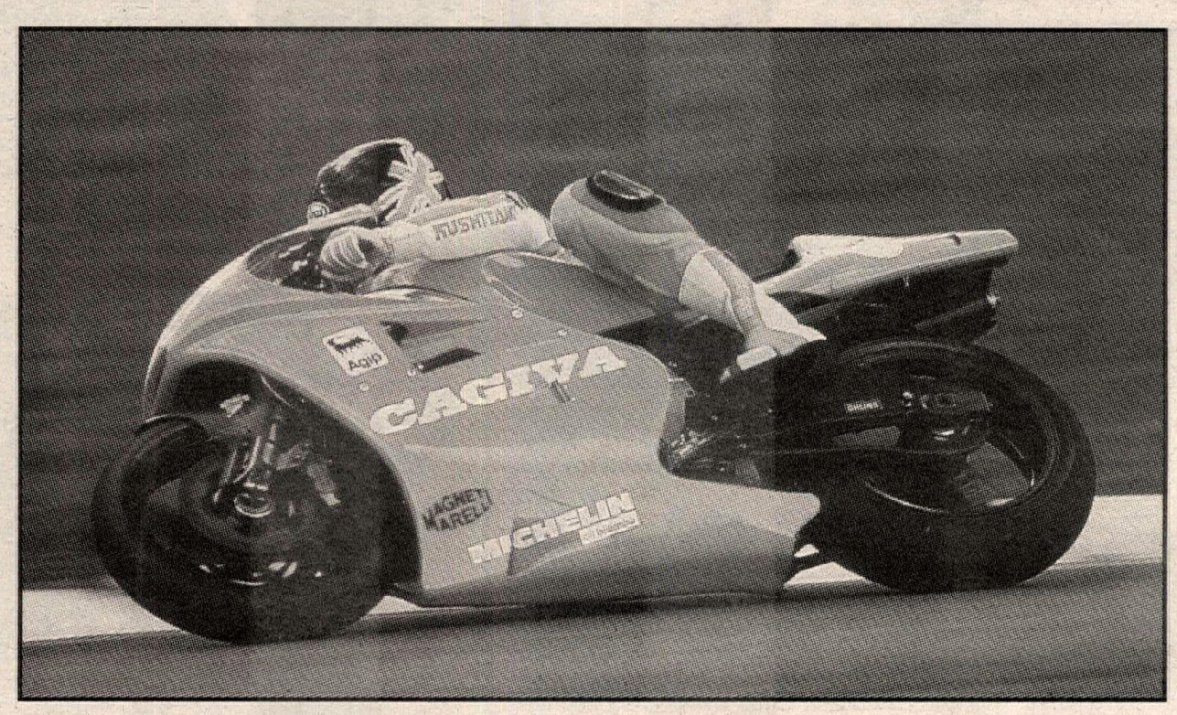
That was a cruel disappointment - but the Cagiva GP team is now making good power at peak revs, ready to launch a determined challenge in the 500cc World Championship this year, with Kocinski signed to a one-year contract, and a now healthy Chandler returning. The hole in the powerband is history!

Nevertheless, if you had told me 10 years ago, when I first tested a works Cagiva 500, that the Italian team would ever end a season setting the pace in the 500cc GP class - with the Japanese struggling to withstand them and regain their accustomed supremacy - I'd have taken some convincing. A decade of test riding each successive Lady in Red would only have reinforced that skepticism, for while there are highs and lows, the Cagivas I've ridden have been frustratingly inconsistent in their level of competitiveness against Japan Inc.

Those days are gone. Building on the solid achievement of Lawson's 1992 bike, the new V593 racer is not only arguably the most aesthetically beautiful GP racer of the modern era, it's also right on the pace. And, as the chance to ride it during one of the team's regular autumn test sessions at Mugello showed, there's been a quantum leap in the performance of the twin-crank, 80-degree V-four crankcase reed-valve motor, which in its latest Big Bang version has all four cylinders firing within 70 degrees (as I rode it) or 90 degrees, depending on the state of tune and type of circuit.

The 1993 Cagiva V593, as ridden to a victory in the U.S. GP by John Kocinski.





(Above) Arguably the trickest-looking of the current crop of 500cc V-four Grand Prix bikes, the Cagiva features an abundant use of carbon fiber. (Left) Author Alan Cathcart, at speed on the V593.

Last year's bike already showed a big improvement over previous Cagivas, which had a brick wall in the power delivery at 12,400 rpm, with zero over-rev capability, and too many layers in the powerband to make the bike as rideable as it needed to be on all types of circuits. Lawson's '92 bike had improved top-end potential, was quite responsive lower down and much more tractable in Big Bang mode, but needed more revs at the top end and, especially, better acceleration. Riding John Kocinski's bike showed that the engine development team headed by Andrea Goggi has delivered - and how! This isn't a GP racer - it's a two-stroke superbike with top-end power; the kind of motorcycle you can actually imagine riding on the street, with traffic lights, traffic jams, stop signs 'n all. At the top end, Cagiva hasn't just poked a chink in that wall in the power delivery - they've kicked it down. They've done so not only without sacrificing bottom-end power, they've actually increased the engine's flexibility to make it even more rideable. How else could a pretend racer like me lap Mugello fast enough on the Cagiva to have qualified for the grid in the 500cc GP held there last July?

GP 500cc motorcycles have become so powerful - the Cagiva now delivers just under 180 hp at the gearbox, at 12,700 rpm, compared to just over 170 hp at 11,900 rpm last season - that the trick now is how to put that power on the ground, even in the Big Bang era which gives you a headstart via the more user-friendly power delivery of a closed-up firing order.

It seems improbable that such a motorcycle would be called on to deliver power as low down as 6000 rpm, but that is indeed the case in places like Laguna Seca's famous Corkscrew, or Misano's Mickey-Mouse new "bolt-on" section. And the Cagiva does, indeed, deliver. Driving hard enough out of Mugello's chicanes on my second lap to unhook the rear tire at 7000 rpm reminded me I'd better give it another lap to get the Michelin radials really warm before I got ambitious with the right hand. That done, I discovered how the power builds so smoothly on the '93 bike: gone are the layers of power from before, with only a decisive extra push from around 9500 rpm remaining to remind you that the cylindrical power-valve has now rotated open - and you'd better hold on tight as the engine rushes on its way to meet *Signore* Max Revs. You won't find him at 12,400 rpm like before, nor even at 12,700 rpm where the engine now makes its peak power. Instead, he's gone on a walkabout - with a Cagiva 500 that tachs more than 13 grand! He now can be found at 13,200 rpm on a crisp autumn day at Mugello... "Hi, Max, good to meet you - you're a long way from home."

This dramatically improved spread of strong, usable power has been achieved by juggling different combinations of exhaust pipe design, the porting of the seven transfer/three exhaust port cylinders, and adjustment of the electronic powerjet mechanism on the Cagiva-modified Mikuni dual-body carburetors, says the Cagiva GP team's technical director, Riccardo Rosa.

"The development of the sealed, pressurized airbox, which first appeared at the Austrian GP, was a key factor in developing top-end power by improving the engine's breathing," he says. "Once we learned not to over-pressurize it, and discovered the optimum pressure through tests in the Pininfarina wind tunnel, we achieved more revs at the top end, as well as better mid-range and increased outright power. It made a big difference."

The carbon fiber ducting beneath the shark-nosed bodywork, with its distinctive mouth waiting to gobble up stray privateer minnows in its way, is the outward result of all this hard work - but it's not the whole story. Rosa revealed that the Cagiva is running substantially bigger carburetors than any of the other 500cc GP teams, even Honda: 39mm Mikunis at most circuits, including Mugello where I rode the bike, and 37mm at a couple others, for increased response out of tight turns.

That surely is a key factor in the bike's sudden leap to the front of the field, for the ability to fit such big carbs without sacrificing bottom-end response is a technical juggling act that seems improbable - until you ride the bike and discover how much better it performs at either end of the rev range than before.

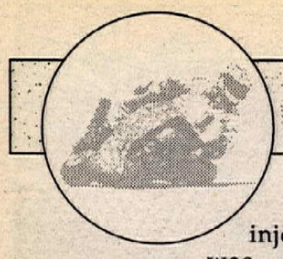
Proof of this came in the switchback section of Mugello between the second and third chicanes, a section of track more than half a mile in length descending into the valley in which the circuit is located, then rising out of it again, with four sweeping turns of varying radius. Because the Cagiva is so flexible and rideable, I could get on the power hard out of the chicane without the front wheel aviating more than a couple of inches off the ground, secure in the knowledge that even in my inexpert hands, twisting the wrist hard with a Big Bang motor wasn't going to spit me over the top, which you risk having happen with an old-style, 180-degree firing order. Sure, you have to be prepared for the back wheel to walk a little under power (especially with the standard Michelin fitted for my test), in cool conditions, but it digs in well enough to send you vaulting off towards the next turn in fast-forward mode.

Flat-shift up through the gears with the throttle wide open and your body glued to the tank, thanks to the CTS speed shifter, and now you're in fourth gear coming up to the next off-camber downhill right-hander. It's a mark of the Cagiva's fantastic spread of power that you can hold that gear all the way through the next four turns, up to the next chicane, riding the throttle like you would on a road bike, letting the revs run up briefly close to 13,000 while holding the same gear, before you back off for the next turn. Fantastic!

Also notably improved is the bike's acceleration compared to last year, even though at 281.6 pounds without the fuel tank (as GP weight limits are now calculated) it's right on the limit, as was last year's bike. The Cagiva may not have the explosive acceleration of Criville's Honda, that I was riding a couple of weeks before, but it does accelerate at least as well and probably better than the factory Yamaha I was testing at the same time. The Italian team has not only enhanced the rideability of the bike down low, they've also eliminated their major deficiency compared to the Japanese works teams - no way will the Cagiva get left for dead out of turns anymore!

A key factor in improving engine response has been the team's work on electronics, where they're definitely on a par with the Japanese teams. As with their rivals' bikes, the Cagiva has variable power curves available via EPROM chip for the Kokkusan ignition, but though they've experimented with Suzuki-type traction control ("more an anti-wheelie control," says Rosa), they're unsure of its benefits and haven't retained it. As before, the operation curve of the power-valve is also variable, and is linked via sensors to engine speed and throttle position, further helping to smooth out and extend the power delivery low down. But there's more to come in 1994. Rosa admits that Cagiva has already tested their latest, ultra-sophisticated, engine-management system which incorporates electronic fuel injection, and was developed in conjunction with the TAG-McLaren F1 car racing operation - not just on the dyno, either, but in the bike, and even on the track!

"We are getting very satisfying results from this," he says, "and though I think Yamaha may beat us to joining Honda in using EFI in GP racing next season, we won't be far behind - there is definitely a major performance advantage to be gained from fuel injection, and we are well on the way to getting the benefits of it."



TEST John Kocinski's Cagiva V593

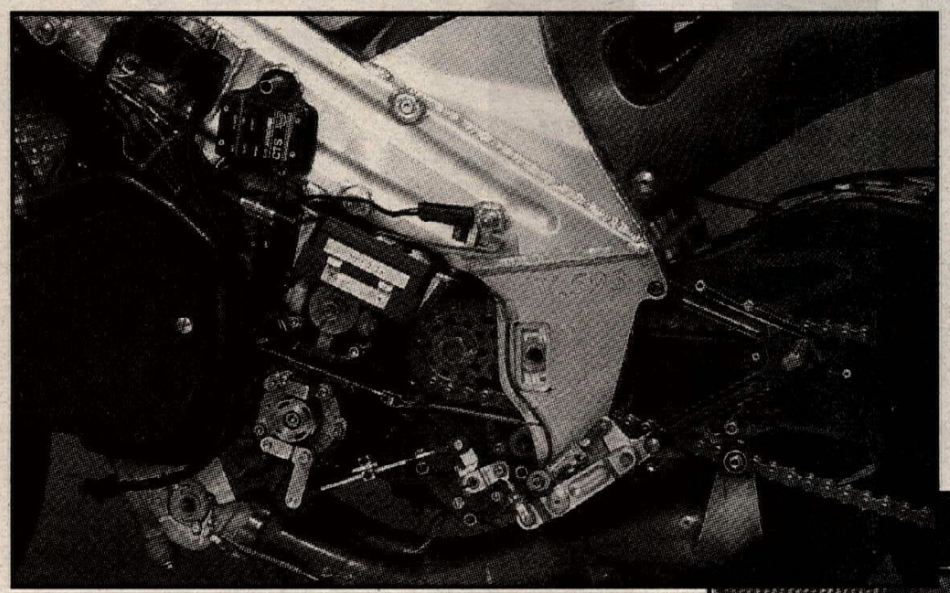
Itoh's fuel-injected Honda was usually the fastest thing on two wheels at GP races this past season, but it's a mark of the way the Cagiva has gotten on the pace that Chandler's bike was usually third- or fourth-fastest through the speed traps - 2.5-3 mph slower than the Hondas, says Rosa, about the same as the Suzukis, and 2.5 mph or so faster than the Yamahas. Timed at 197 mph at Hockenheim, the Cagiva is no longer giving anything away to the Japanese works bikes on top speed...nor anything in the handling department, either.

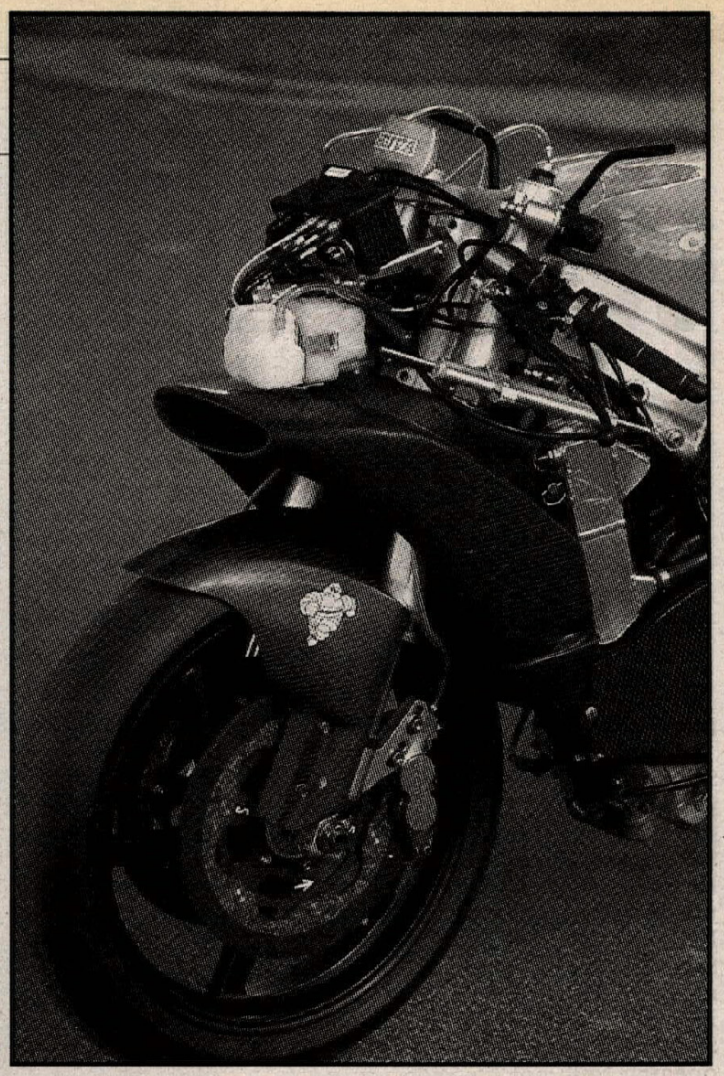
Chassis designer Romano Albesiano revamped his twin-spar Carpental alloy design slightly for 1993, raising the angle of the spars relative to the steering head, in order that the engine could be mounted slightly higher in the chassis, though in the same position as before relative to the axles. This improved turn-in, according to the riders. While I must say I immediately noticed how much easier it was to lay the V593 into a corner than its predecessor, I believe this was probably due to the more radical steering geometry favored by Kocinski and Chandler, compared to what Lawson used last year. "Steady Eddie" valued stability above all else, and opted for a kicked-out head angle and more trail than his successors. This year, the bike has a 23.5-degree head angle (it can easily be changed by conical inserts, but that's what the riders used all season, even Mat Mladin who's more accustomed to the rangier steering of a Superbike) compared to 25 degrees on Lawson's V592, and less trail at 3.8-4 in., depending on the track (3.92 in. at Mugello), compared to 4.16. I can't say I noticed any lack of stability on any of Mugello's flowing turns with this set-up, which lightens up the steering without sacrificing precision. The meaty 46mm Ohlins forks are superb - it was beyond my capabilities to make the front wheel chatter, even over the car-induced ripples on a couple of turns. The only downside of the present set-up was that it did seem harder to get the bike to move from side to side in the trio of Mugello chicanes. Perhaps this could be due to the new, higher engine position (presumably achieved in order to optimize weight transfer under acceleration and braking), but it took a good tug to lift it up and over, more than I recall from riding the V592 on the same track a year ago. Apparently Kocinski tried a lower engine position and reverted to the original set up, so what do I know? - no choice but to get busy with the weights and build up those arm and shoulder muscles!

And the forearms, too, so as to withstand the tremendous pressure inflicted on them by the phenomenal braking potential of the 290mm Brembo carbon discs - once I could persuade myself it was safe to take a huge handful of brake lever and squeeze as hard as I liked to maximize stopping power! There's no point being wimpish about using the black brakes - you just have to squeeze as hard as you can and hold on tight to stop yourself from being tipped over the screen as the front tire digs in and the back wheel vaults lazily into the air. This takes some getting used to, but it certainly works well once you persuade yourself it's okay to stay off the brakes until the 660-foot board is history at the end of the Mugello main straight. Do that, squeeze tight, hang on, and discover a whole new meaning to the term "stopping power." Yet the smaller Brembos have a lot of feel and sensitivity compared to other black brakes I've used, including the bigger 320mm carbon discs of the same make, which may deliver more stop if your name is Mick Doohan, but aren't as user-friendly for the likes of me because they get cool quicker and take longer to heat up again - even the thinner versions which Cagiva sometimes uses. I wonder why they don't shroud them, so they could use the bigger brakes?

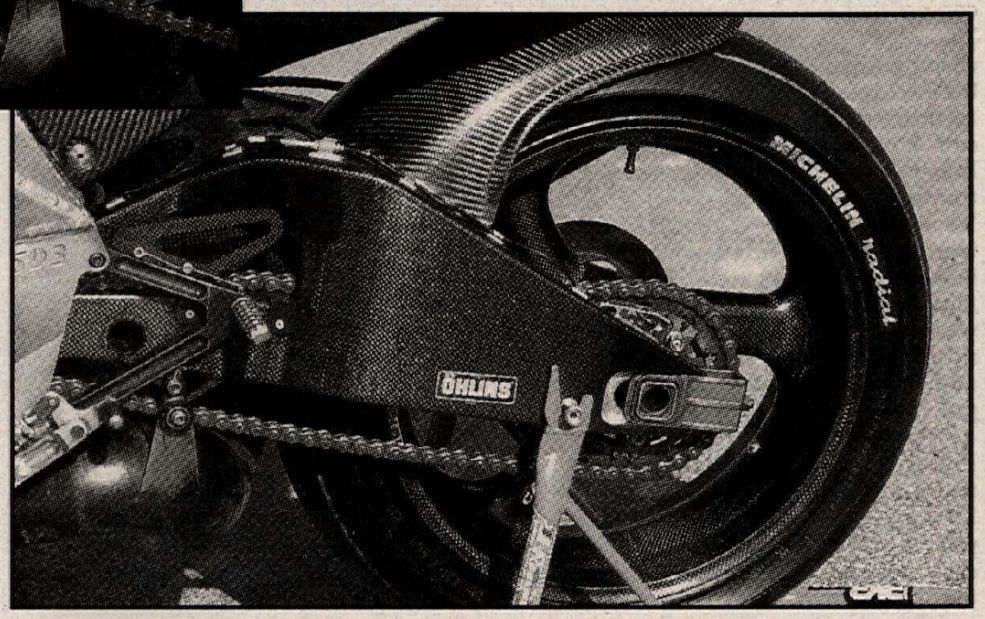
Doug Chandler usually uses Michelin's 16.5-inch front tire, but Kocinski prefers the normal 17-inch front, even though it apparently has a harder feel to it than the more bouncy, thicker-sidewalled 16.5-incher, which has the same rolling circumference to it as the other tire and doesn't alter the steering geometry. The Cagiva has quite a lot of front-end weight bias for a 500 at a 54/46% split, which helps load up the front tire under braking and turn-in, especially at Mugello's notorious off-camber downhill sweepers where many a good man has come to grief. But the V593 gave so much confidence through these two worrisome turns that I surprised myself by how fast I could get through them - without closing my eyes! And by modifying the adjustable location for the pivot point of the lovely Ferrari-built carbon swingarm for each circuit, Cagiva can ensure that traction is optimized in spite of having so much weight on the front wheel, especially on a bike which at 55.6-56.2 inches of wheelbase (again variable according to each track, as well as the gearing used), is quite short by 500cc class norms.

My one complaint is with the CTS speed-shifter; I still find it overly sensitive, and it combines with Cagiva's traditionally notchy gearbox to deliver a very harsh, mechanical change. In addition, it's easy to accidentally swap ratios if your foot brushes the lever while you're working on changing direction. Apart from that, it's really hard to fault the latest Cagiva 500cc GP bike. After a decade of endeavor, the succession of gifted engineers that the Castiglionis have attracted to Varese are now poised to achieve their long-awaited goal of a world 500cc title to go along with the trio of Ducati World Superbike crowns. With Kocinski and Chandler aboard in 1994, don't bet against it! CN





(Right) The V593 uses Brembo carbon fiber disc brakes and 46mm inverted Ohlins fork up front. (Below) The 80-degree V-four, compete with CTS speed-shifter.



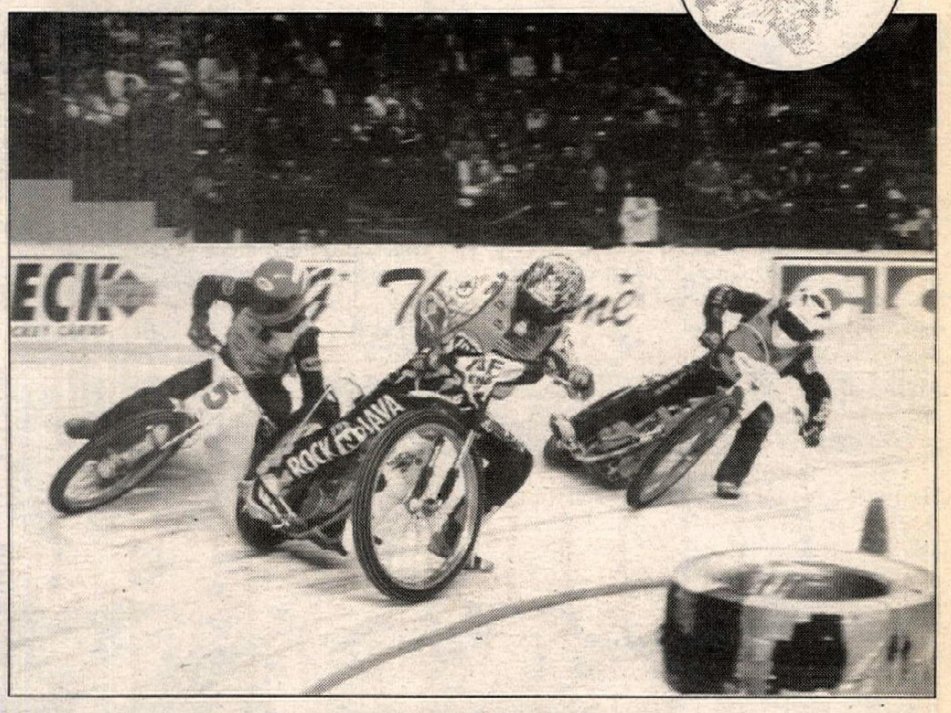
(Below) The Ferrari-built, carbon-fiber swingarm features an adjustable pivot point.

Cagiva V593

Specifications

Engine	Water-cooled, 80-degree V-4 crankcase, reed-valve two-stroke with twin counter-rotating crankshafts and electronic powervalve
Bore x Stroke	56 x 50.6mm
Displacement	498 cc
Output	178 bhp at 12,700 rpm (at gearbox)
Carburetion	(4) 39mm Mikuni dual-body/twin-choke with electronic powerjet
Ignition	Kokkusan digital/programmable electronic CDI
Transmission	6-speed removable
Clutch	Multi-plate dry (7 steel/6 fiber)
Chassis	Fabricated aluminium twin-spar frame in Carpental 7020 alloy
Front suspension	46mm Ohlins inverted telescopic fork
Rear suspension	Carbon fiber/honeycomb composite swingarm with single Ohlins shock and rising-rate linkage
Wheelbase	56 in.
Rake/trail	23.5 degrees/3.92 in.
Weight	281.6 lbs. wet, no fuel tank
Weight distribution	54/46 %
Front brakes	(2) 290mm Brembo carbon discs with four-piston Brembo calipers
Rear brake	(1) 190mm Tilfon carbon disc with two-piston Brembo caliper
Front wheel	12/60x17 Michelin radial on 3.50-in. Marchesini wheel (as tested 16.5-in. tire used in some races)
Rear wheel	18/67x17 Michelin radial on 6.00-in. Marchesini wheel
Top speed	197.16 mph (Hockenheim)
Year of construction	1993
Owner	Cagiva Corse, Varese, Italy

Venegas sparkles on Sacramento Ice



By Gen Moore

SACARAMENTO, CA, JAN. 7-8

Defending World Ice Speedway Champion Charlie "the Edge" Venegas showed the competition that he has every intention of keeping his world title in 1994 as Venegas piloted his Rock N Java/Troy Lee Design/Airwalk Shoes/Motion Pro/Motul/DNF Engineering/Cirello/Anna and Varick Racing/Will Costa Trucking/KG Leathers/Shoei-backed Jawa to the victory at the opening round of the World Cup Ice Speedway Series at Arco Arena.

A record 50 entries were received by the World Ice Association for the two-day competition which played host to over 7,000 fans. Two-time and defending champion Venegas, along with Pat Litt, the 1992 champion, were considered the favorites going into the event, but stiff competition would come in the form of Robert Curry, who won the last Arco round in 1990 and finished second to Venegas in the 1993 World Championship, and John Grant, who was third in last year's championship. Former two-time U.S. National Champion Mike Faria was also in attendance. The abundance of riders forced promoter Gary Densford to add 11 extra races to Friday evening's program.

At the end of the first three heats of the Friday preliminaries, four riders were tied for the point lead. Venegas, Curry, Litt, and Mike Jaudon all had seven points, while Grant and Gary Akroyd each scored six to complete the field for the main.

When the tapes went up, Litt led into the first corner with Venegas in his hip pocket. Venegas went into a high-speed wobble on the second lap and was all over the motorcycle trying to save it. Somehow, Venegas managed to regain control, but in the meantime, Litt had stretched his lead, making it impossible for Venegas to catch up. What's more, Venegas was kept busy holding off Akroyd and Grant. As the checkered flag waved, Litt crossed the finish line ahead of the tightly knit pack of Venegas, Akroyd and Grant.

When the racing got underway on Saturday night, it was clear that Venegas was looking to improve on his previous night's results as he stormed to the win in his opening round ride. Litt, Curry and Ed Castro also got off to a good start by posting heat wins. In round two, however, Venegas would drop a point off the pace with a second-place finish while Curry and Castro were able to maintain their perfect scores. The tone for Litt's night was set early as the speedster from Colorado was involved in a crash during the second round of heats. Referee Dave Joiner ruled that Litt was the cause of that crash and excluded him from the race. Litt would later crash again, after hitting a soft spot in the ice during the Last Chance Qualifiier, and failed to make the main event.

After round three was complete, Curry was the only rider still having a maximum score and would start the main event from the pole. Venegas had rebounded from round three to start alongside Curry. Castro qualified for the main on points, joining Curry and Venegas in the front row. Grant, Akroyd and Rick Webb were all forced to qualify for the main through the LCQ, and they would round out the field by starting in row two.

When the tapes went up, Curry took advantage of his position on the gate to take the lead going into turn one followed closely by Venegas and Castro. Curry was able to hold off Venegas for two laps until Venegas was finally able to slide underneath Curry and pass for the lead. Once Venegas took the point, he attempted to stretch his lead at every turn. As the laps wore on, Curry began to fade, and Castro was able to pass into second place. At the checkered flag, Venegas took the win with Castro finishing second and Curry settling for third. Grant, Akroyd and Webb finished in the fourth through sixth positions, respectively.

"I'm really excited about my win here tonight," said Venegas, who has more wins on ice than any other competitor on the circuit. "I plan on successfully defending my world title.Tonight's win gives me a real advantage toward acheiving that goal."

Venegas, who finished third at the 1993 U.S National Championship said that he doesn't consider himself partial to dirt or ice.

"You really can't compare them at all. It's like comparing baseball to football," Venegas said. "Each sport is as totally different as racing on ice and dirt. I really give my all to both and do my best to achieve all that I can in both." CN

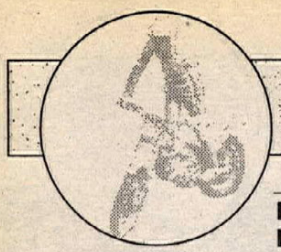
(Above)Defending Ice World Champion Charlie Venegas (middle) styled to the Saturday night main event win at Sacramento's Arco Arena. (Left) Robert Curry, Venegas and Ed Castro (left to right) celebrated on the podium after Saturday night's final race. (Below) Pat Litt (left) used a great start to defeat Venegas in Friday night's main event. (Bottom) The Sacramento ice produced a variety of racing lines and riding styles.

Arco Arena
Sacramento, California
Results: January 7-8, 1994 (Round 1 of 3)

Friday
MAIN: 1. Pat Litt (Wes); 2. Charlie Venegas (Jaw); 3. Gary Akroyd (Wes); 4. John Grant (Wes); 5. Robert Curry (Wes); 6. Mike Jaudon (GM).

Saturday
MAIN: 1. Charlie Venegas (Jaw); 2. Ed Castro (Wes); 3. Robert Curry (Wes); 4. John Grant (Wes); 5. Gary Akroyd (Wes); 6. Rick Webb (Wes).

Upcoming Rounds
Round 2 - San Diego, CA, January 28-29
Round 3 - Fairbanks, AK, March 12



TEST Montesa Cota 314R

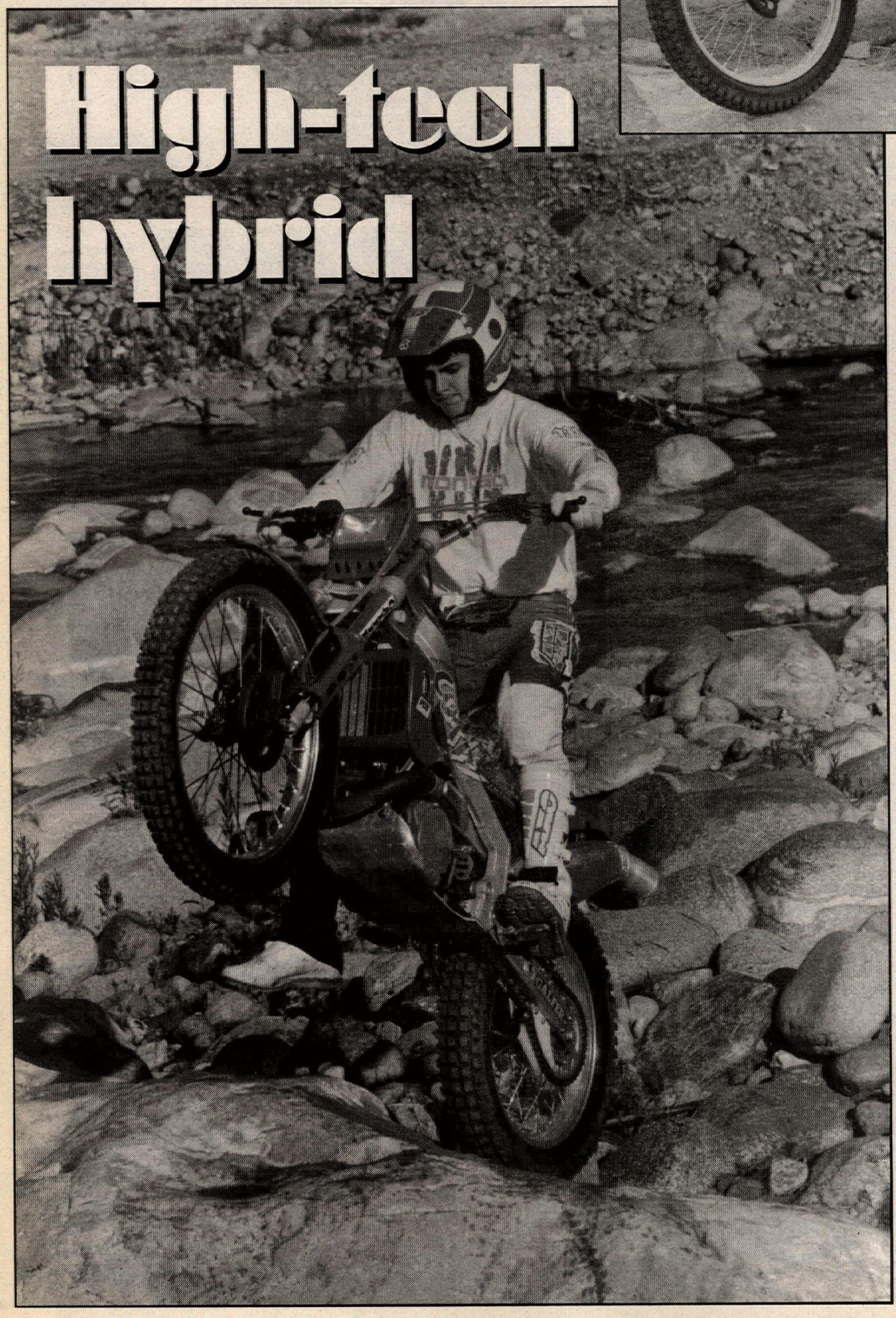
By Donn Maeda

"Say, what kinda motor sickle is that there?" The gas station attendant inquired while pointing to the Montesa Cota 314R in the back of my truck. "I've never seen such a funny looking bike. I used to have a Yamaha YZ80, you know. It was ported and polished and had a boost bottle. It could do over 90 mph."

"Wow," I said, before paying for my gas and leaving in a hurry. Needless to say, I didn't feel the urge to engage in a deep and meaningful conversation about the finer points of weekend scrambling. Nor was I willing to spend what would surely have been a great deal of time trying to explain to him both the sport of trials, and the machine itself.

Besides, I was anxious to get to my destination and throw a leg over the bike! It's not everyday that you get a chance to ride what may very well be one of the trickest production motorcycles in existence.

High-tech hybrid



(Left) AMA National Championship Observed Trials Series competitor John Clark joined us during the first day of our test. The Alabaman was impressed with the all-new Montesa, and will part with his familiar Aprilia in favor of the Cota.

First produced in 1968, the Montesa Cota is the oldest trials motorcycle still in production, and this year features parts and technology from no less than three different countries. Though it is technically a Spanish motorcycle, the Montesa Cota is actually the product of a worldwide effort.

The Montesa Cota captured its first and only World Championship title in 1980 with Swede Ulf Karlsson. In 1985, the then 40-year-old Montesa factory found itself struggling. Sales were down, and it looked as if the Spanish marque would soon cease to exist. Enter the Japanese Honda factory. Seeing an opportunity, Honda bought 80% of the Spanish company, but the Spanish government ruled that the Spaniards be allowed to function as they had been for five more years before Honda could intervene. Oddly enough, however, it wasn't until '93 that Honda saw fit to enter the picture. After all, Montesa had begun to enjoy a resurgence in sales.

For the past few years, Honda has produced the TLM250, an air-cooled two-stroke trials machine that is available only in Japan. Though trials is quite popular in the land of the rising sun, the Japanese machine wasn't quite up to par with the more-advanced Spanish and Italian offerings. Few - if any - of the TLMs could be found in competition at the World Championship level.

Determined to build a better machine, Honda chose to make use of its European resources. The combination of Japanese technology and the Spaniards' hands-on experience would surely result in a truly world-class motorcycle.

Throughout the '93 World Championship season, Honda Racing Corporation (HRC) and Montesa engineers designed an all-new Cota that was tested and proven by Spaniard Amos Bilbao, the Montesa factory's sole team rider. Bilbao finished the series a strong fourth overall and, in the process, helped develop what is basically the '94 Montesa Cota 314R.

Ironically, while the Spanish machine shows much influence from the Japanese HRC factory, over 90% of the machine is made in Italy. The all-new single-cylinder, water-cooled 261.3cc engine is produced in Honda's Italian manufacturing plant, and the Verlicchi frame is manufactured in Italy, as well. The Paoli sus-

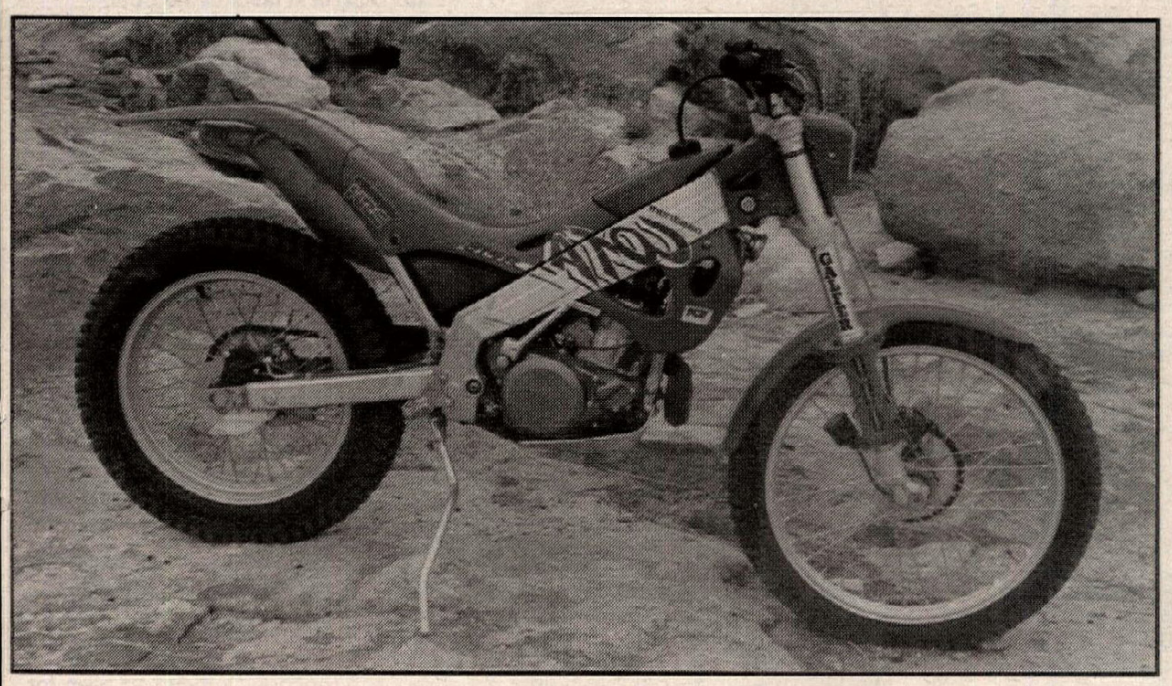
pension, Domino controls and Dell 'Orto carburetor also come from the "boot of Europe."

As for the rest of the machine, the Cota's aluminum radiator is manufactured by the KTM factory in Austria, while the electronics, rear fender and radiator fan come from Japan. Although only the wheels are Spanish made, it is in Spain that the bike is assembled and sold.

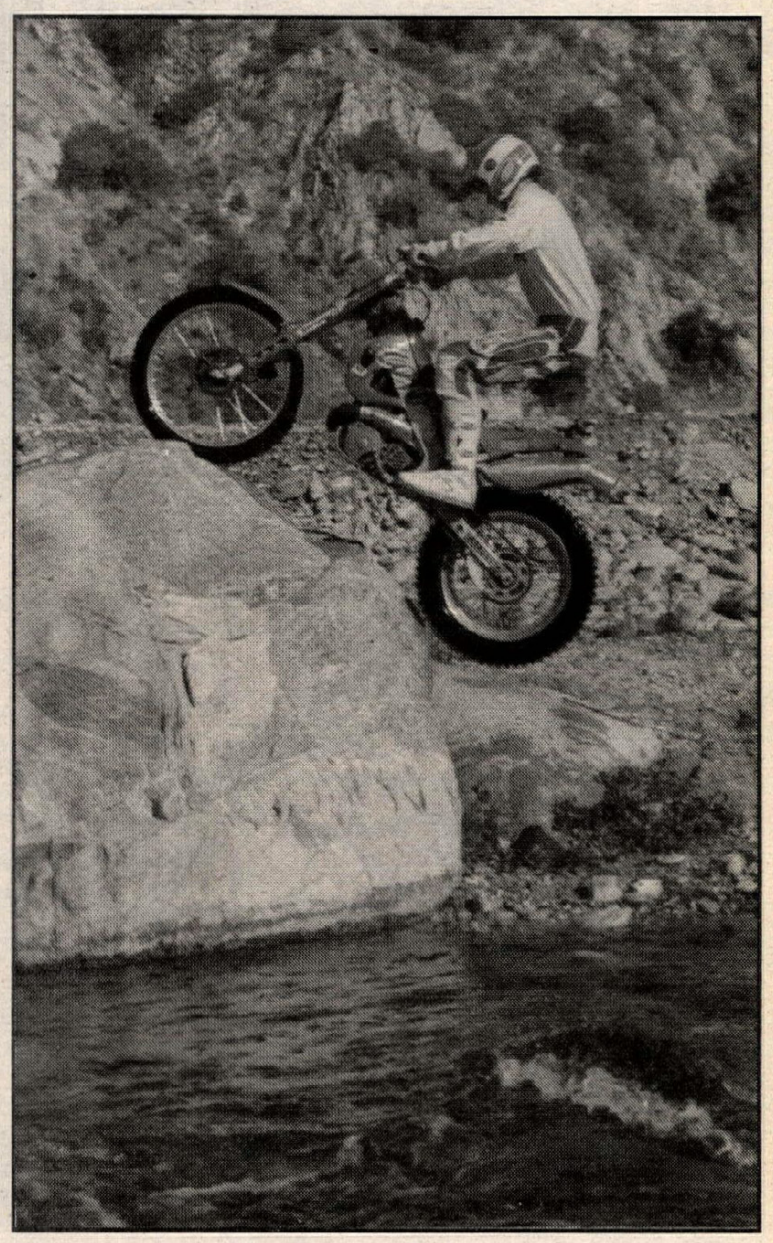
Montesas are co-imported into the United States by the Tryals Shop, a Land O' Lakes, Florida, multi-line motorcycle dealership, and Martin Belair, a former National Championship Series rider. A "Honda version" is sold in Japan that sports a different color scheme, a Keihin carburetor and Nissin brakes.

OKAY, ENOUGH HISTORY ALREADY...

At the heart of the Cota's engine is an all-new cylinder that features a special coating that is designed to provide exce lent wear and heat conductivity. You'll find no "gimmicky" power valves in this cylinder - HRC saved their tricks for later...



(Left and below) Thanks to the adjustable electronic ignition, the Cota 314R can be made to suit the riding styles of novices and experts alike. The powerband can be made torquey and broad, or harder hitting and somewhat explosive.



An all-new gearbox and clutch is designed with modern trials riders and their more aggressive techniques in mind. The Montesa's new clutch is made to offer a precise feel that will make clicking through the new six-speed gearbox a breeze. Though the Gas-Gas, Fantic and Aprillia trials machines feature hydraulic clutches, Montesa was able to produce a manual unit which performs comparably.

Transmission-wise, first through fourth gears are spaced closely for quick response, while fifth and sixth gear are spaced wider for riding the loop.

A 26mm Dell 'Orto PHBH carburetor handles the air/fuel mixing duties, and Montesa recommends that you blend your premix at a lean 70:1 mixture.

The biggest news of all is a programmable electronic ignition. Designed by HRC for use in the extremely rare Honda NR750 Superbike, the CDI digital allows the rider to alter the Cota's ignition curve by simply changing a micro chip. The Montesa comes with two chips - a "smooth" one that produces a mellow, torquey powerband, and a "hot chip" that really brings the bike to life. Most advanced riders will favor the hot chip, as it produces the more abrupt burst of power needed for today's aggressive trials techniques.

Chassis wise, the Cota boasts a double-spar aluminum frame. The new design is claimed to be not only lighter than Montesa frames of the past, but more rigid as well. The end result is a more stable ride.

Italian-built Paoli suspension components grace both ends of the machine. An inverted, motocross-style front fork offers a wide range of rebound damping and preload adjustment. Front wheel travel is 6.8 inches.

Out back, a Paoli shock soaks up the bumps and jolts and, like the fork, offers a wide range of rebound and preload adjustments. Rear wheel travel is 2.4 inches.

OPINIONS

Dom Macda

Age: 25
Height/weight: 5'10"/160 lbs.
Specialty: Motocross
Riding ability: Intermediate

Instead of making excuses about "not being a true trials rider," I'll just grit my teeth and relate to you my extremely humbling experiences aboard the Montesa Cota 314R. Co-importer Martin Belair was gracious enough to loan us his personal machine for testing purposes, and it was with a bit of hesitation that I agreed to throw a leg over the saddle.

After spending a day putting around on some small to medium-sized rocks near my Altadena, California, home, I headed to the Cougar Buttes area in Lucerne Valley, California. Cougar Buttes is best known for its many huge rock formations. Traction abounds on the jagged formations that seem to sprout from the desert floor, and the area hosts several trials each year.

While riding the machine near my home, I found that it was quite confidence-inspiring. When I first threw a leg over the machine, a feeling of deja vu came over me. The fit, feel and quality of the machine seemed quite familiar. A quick glance at the HRC emblem on the engine cases reminded me that the Montesa is co-designed by Honda engineers. The bike has a bulletproof, rock solid feel that has become the norm on other Honda off-road machines.

Because of the machine's compact design, it took me a few seconds to figure out where the fuel petcock was. The valve is tucked out of sight below the fuel cell and behind one of the frame's main spars.

Belair delivered the bike to us with the hot microchip installed, and I found the hard-hitting powerband to be quite exciting. Not that the Montesa felt like a motocrosser, mind you, but it did have a peppier feel than the trials machines I have ridden in the past. Blasting up obstacles was not a problem, as long as traction was abundant. I found, however, that I was probably attacking my self-made sections a little faster than I should have. I guess that's just the MXer in me.

Armed with my recently gained confidence, I arrived at Cougar Buttes anxious to attack the infinite ledges and boulders. Within the first hour, however, I found myself on the ground - eyes wide and elbows bleeding. After riding up and over a few obstacles with relative ease, I was coerced by a riding partner into trying a more difficult section. Needless to say, my skills were not up to the task and I heard an awful noise as I tumbled to the ground.

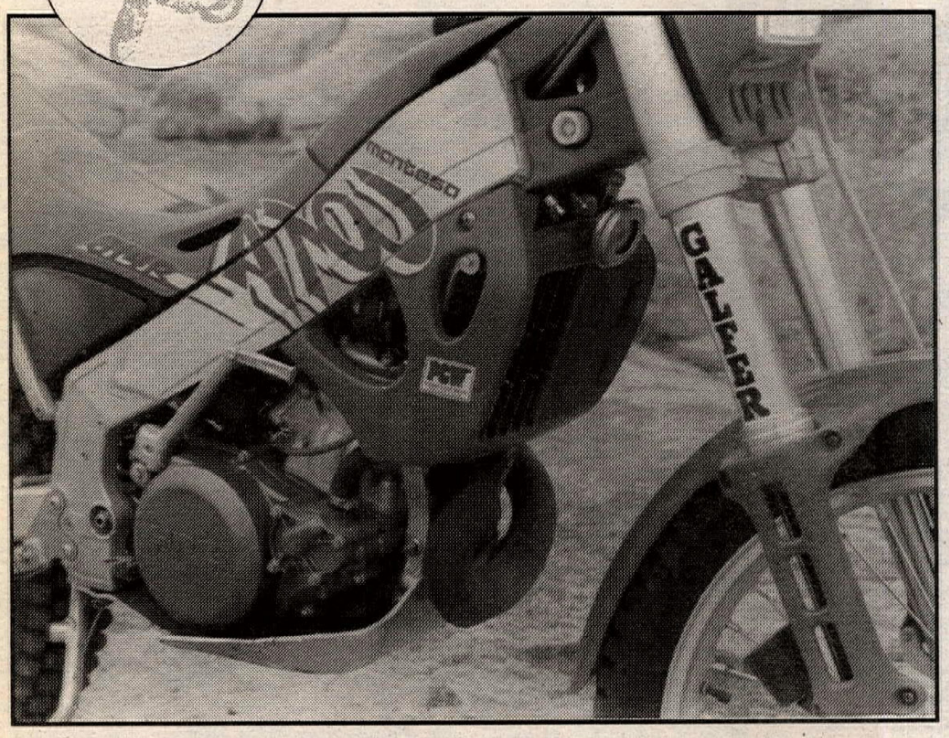
"Martin's gonna kill me," were my thoughts as I eyed the wounded machine. I had snapped off the clutch lever, smashed the headlight and broken off the front brake's hydraulic line.

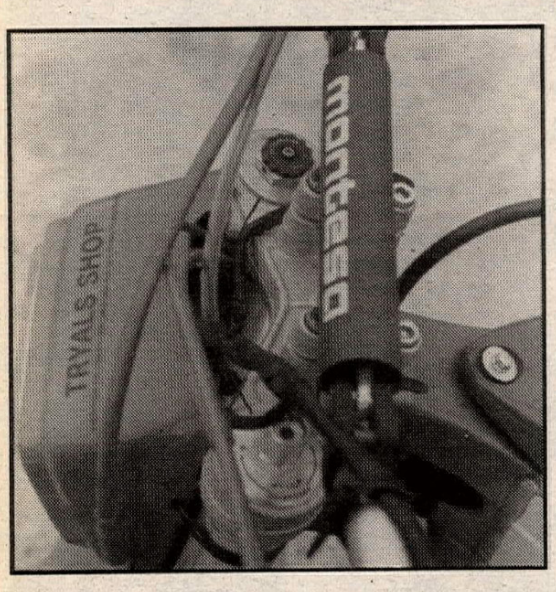
A quick look through my toolbox produced a Honda CR clutch lever and, to my surprise, it bolted on with little hassle. As for the front brake - I just made sure not to make any steep decents throughout the remainder of the day.

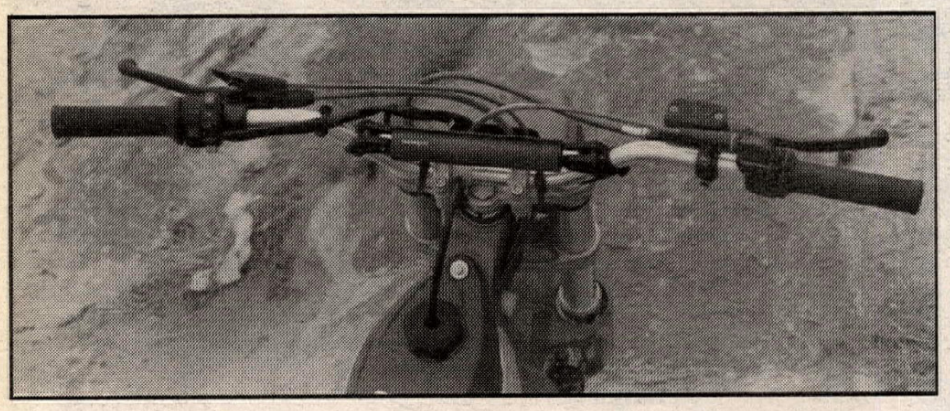
Oddly enough, riding without a front brake proved to be good for me. Gone was my "just haul butt and don't put your feet down" riding style. Instead, I concentrated on taking my time and trying to finesse my way through the sections. It was then that I installed the smooth micro chip.

What a difference! While I'm sure that advanced riders would be bored with the smooth, mellow power delivery, the calmer powerband allowed me to crawl through the sections and really concentrate on what I was doing. The smooth chip made it possible for me to climb up ledges and over rocks with little or no run at all. I wished I had installed the smooth chip from the get-go.

TEST Montesa Cota 314R







(Above) The HRC motor is kept cool by a KTM-manufactured radiator. (Left) The Paioli forks feature a unique adjustment feature. One fork controls the rebound adjustments, while the other controls the compression adjustments. (Below) Controls on the Montesa are top-notch.

As for the rest of the machine, I found it to be top-quality. The clutch is butter-smooth and provides a very-predictable release. Also, I was thankful that it was a manual unit. Had it been hydraulic, there's a good chance that it would have suffered the same fate as the front brake.

The transmission clicked through the gears with ease, and had definite engagement that never left you stuck between gears. While first through fourth gears yield a wide variety of ways to negotiate a section, fifth and sixth allow you to really get going when it comes time to hit the trails. As a matter of fact, I even forgot that I was aboard a trials machine as I blasted from section to section.

All in all, I was very impressed with the Montesa Cota. Sure, it didn't transform me into a world-class trialer, but what bike could? What's important is that it seemed to be two bikes in one. With the change of a micro chip, the bike can be dialed in to suit a wide variety of riders and riding styles.

But what about Martin? Well, he was really understanding about the damage to the bike. "That's not half bad," he said. "One time an editor's house burned down and all I got back was the frame."

John Clark

Age: 20
Height/weight: 6'0"/170 lbs.
Specialty: Trials
Riding ability: Expert

I contested last year's AMA National Championship Observed Trials Series aboard an Aprilia Climber, but will be riding the new Montesa Cota in '94.

Obviously, the biggest change for '94 is the addition to the HRC engine with the adjustable CDI electronic ignition system. I found the smooth chip to be useful in slippery conditions. With the smooth chip installed, the bike feels much like last year's Montesa, only with a little more power on the top of the powerband. The hot chip, on the other hand, gives the motorcycle more power and more torque; this chip will be useful in drier conditions where traction is abundant. I think that most advanced riders will like the hot chip. The engine is not as quiet, nor as powerful as the new Aprilia - which is by far the most powerful machine - but it should be on par with the other European offerings. The Montesa has a smoother powerband than the other '94 bikes I've ridden. The engine has a very electric feel.

To me, the most impressive part of the bike is the transmission, which is far superior to those found on other brands. When shifting, there is no doubt as to what gear you are in, and there is no fear that the bike will slip out of gear. This is the way a transmission should feel!

The gearing is very good - first gear is just high enough to be used in some expert sections, and fourth is low enough to be useful. The new "low" fourth gear can be used on hills and ledges with only a few bike-lengths run. Second and third gears are about the same as the other bikes, with fifth and sixth gears perfect for those fast loops and tight time limits.

The controls are very precise and the clutch has a light pull. The Montesa is now the only top-level trials bike that doesn't have a hydraulic clutch. While this may seem like a weak point, the manual clutch is actually one of the bike's strong points. A properly adjusted manual clutch, in my opinion, is less hassle than a hard-to-adjust hydraulic unit. The Montesa's clutch is as light as a hydraulic unit, but with a little more feel.

The new Paoli suspension is smoother that last year's Marzocchi suspension. It works very well on big ledges, and shoots you straight up. Many of the other machines tend to kick off. The suspension handles "zaps" well, and is much more precise than my old Aprilia. The Montesa does transfer the shock from rough ledges, however. The bike does rear wheel hops very well and has a very precise feel, thanks to its shorter suspension travel.

The new frame and geometry helps on long hills, and when trying to hold a straight line. It is a bit of a disadvantage in tight spaces, but all in all the new frame is an improvement. After all, hopping is not as important as the basics, and this will certainly save everyone some points.

Overall, the new Montesa/Honda is a very competitive, well-rounded motorcycle. It looks more like a Honda and has that "Honda feel." HRC engineering and quality is apparent when you look at the machine and, so far, the bike seems to have that "Honda reliability" as well.

This one's a winner.

Jon Macia

Age: 40
Height/weight: 5'11"/220 lbs.
Specialty: Trials
Riding ability: Novice

The '94 Montesa Cota may just be the bike of the year for club level Novice and Intermediate class riders. Of top priority for any new aspiring Jordi Tarres: the smooth delivery of power; stable, easy-to-anticipate handling; supple suspension; and ease of routine service...all while maintaining an air of trickness and state of the art technology. The new Montesa, a result of the aquisition of the Montesa factory by Honda's HRC division, has all of the above.

The engine was smooth and very controllable, from idle up to the higher RPMs, even with the more-radical computer chip installed on the ignition. Only a gross error in the throttle input would send the bike out of control for me. However, expert-level competitors who I spoke to felt that the power delivery which I found so appealing was a handicap that they experienced. With modern day expert sections demanding much more of an abrupt burst of torque and gut-wrenching, mid-range power, the Montesa may require considerable alteration in riding style for those higher class riders. The ability to rev quickly, and with a more brutish powerband, may be the territory of the new Fantic, Beta and Aprilia machines...but if you're not quite ready to handle this quick rush of power, the Montesa may be the bike for you.

Likewise, the suspension and handling were probably more suited to the club-level competitor. In stock trim, unaltered by the testers and ridden at the same settings set by importer Martin Belair, the Montesa felt plush and springy. Again, pro-level riders will probably see a need to firm up the shock and forks for a quicker, more responsive ride. Certainly, the adjustability of these units will make for satisfactory personalization from rider to rider.

Rider comfort and ergonomics scored much higher on this effort than on past Montesa products. Perhaps the union with the Japanese giant has yielded better results in the areas of quality control and personal creature comforts. The clutch had an amazingly light pull, yet never slipped or chattered, while the rest of the controls equalled it both in appearance and function.

The new-wave graphics on the frame and radiator shrouds are a welcome addition, in keeping with the zoot look of the new off-road offerings from the big four Japanese companies. In an all-around sense, the new Montesa Cota has inherited the sensibilities of its new leadership, not only in terms of performance, but in terms of style as well.

All in all, the new Montesa rated very high on my satisfaction list...now, if I could only get my hands on the new Beta, the new Fantic, the new Aprilia, the new Gas-Gas... CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Montesa Cota 314R

Specifications

List Price	$5495
Displacement	261.3cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore X Stroke	71 x 66mm
Compression ratio	7.9:1
Carburetion	26mm Dell'Orto
Ignition	CDI Digital, variable advance
Transmission speeds	6
Starting system	Kick
Fuel capacity	806 gal.
Wheelbase	53.4 in.
Rake/trail	N/A
Seat height	30.2 in.
Front tire	2.75x21
Rear tire	4.00x18
Front wheel travel	6.8 in.
Rear wheel travel	6.4 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	184.8 lbs.

For more information contact the Tryals Shop, 6101 Land 'O Lakes Blvd., Land 'O Lakes, FL 34639, 813/996-3754.

Real no fake at Moroso RR

By Jerry Humiec

W. PALM BEACH, FL, DEC. 12

Ducati-mounted Pablo Real once again took the win in the Unlimited Grand Prix class at the Moroso Motorsports Park, this time after a race-long battle with Rick Shaw.

Since the two Florida riders were combatants for the win earlier in the day during the Solo GTO, it was evident that they would be the two riders to watch in the $1,000 Shootout. Shaw and his Yamaha took the lead as the field entered the first turn with Real and Honda 900-mounted Jamie Bowman in close pursuit. Behind the leaders sat Danny Roberts and Jimmy Shelton also on Honda CBR900s. Several turns later, as the field entered turn nine to close the first lap, Greg Esser had passed his way from sixth up into the fourth spot.

Throughout the race Real and his Ducati 888 hung on to the rear wheel of Shaw's Yamaha, and it looked as if Real would wait until the last lap to make a move on Shaw. Real stayed behind and waited until turn five on the last lap to out-brake Shaw and take the lead. Shaw tried to retake the front spot, but the power of Real's Ducati proved to be too much for the 750cc Yamaha of Shaw, who finished second. Greg Esser clawed through the field to take third, displacing Bowman by out-braking him into turn five on the last lap. Esser and Bowman put on quite a show during the last few laps. At times the two riders were so close they appeared to be riding the same motorcycle.

The rider with the most impressive results on this last race weekend of the 1993 season was amateur John Blessed. He piloted his CBR600 Honda to four wins, topping the field in Solo GTU, Middleweight Superbike and Grand Prix in addition to Heavyweight Superbike.

In the expert ranks, veteran Jon Roberts and his Kawasaki ZX-6 had a great day with firsts in Solo GTU and Middleweight GP. Richard Perry of West Palm Beach led flag-to-flag for the win in Expert Heavyweight Supersport aboard his ZX-7. Douglas Gross and his Ducati 888 topped veteran Jerry Wood for the victory in Heavyweight Supertwins. Gross passed Wood on the last lap for the win. George Rockett's new rider, Pat Mooney, took the wins in both the Lightweight and Heavyweight Vintage classes.

Results

EX SOLO GTU: 1. Jon Roberts (Kaw); 2. Leon Cortez (Yam); 3. John France (Hon); 4. Michael Lehning (Hon); 5. Michael Crepeau (Hon).

AM SOLO GTU: 1. John Blessed (Hon); 2. Michael Wilson (Hon); 3. Sean Goff (Hon); 4. Joseph M. Boal (Hon); 5. Mike Gallahue (Hon).

EX SOLO GTO: 1. Pablo Real (Duc); 2. Rick Shaw (Yam); 3. Jamie Bowman (Hon); 4. Paul A. Schwemmer (Hon); 5. Leon Cortez (Yam).

AM SOLO GTO: 1. David Olin (Suz); 2. John Blessed (Hon); 3. Paul Sloane (Hon); 4. Juan C. Ruiz (Kaw); 5. Michael Shane Prieto (Kaw).

EX SPTMSN: 1. Antony Lineberger (Kaw); 2. Edward P. Gilbert (Kaw); 3. John Scott Voll (Yam); 4. James Bannon (Suz).

AM SPTSMN: 1. Chuck Menotte (Yam); 2. Patrick Testa (Yam); 3. Joe Lanza (Kaw); 4. David Barrett Jr. (Yam); 5. Bob Vinson (Kaw).

L/W VINT COMB: 1.Pat Mooney (Duc); 2. Russell Mann (Hon); 3. Goeff McCarthy (Duc); 4. Gregg Lombardi (Duc); 5. Pablo Real (Ben).

M/W EX SS: 1. Michael Lehning (Hon); 2. Craig Fox (Hon); 3. Todd Duncan (Hon); 4. Mark Walther (Hon); 5. Jeffrey R. Johnson (Hon).

M/W AM SS: 1. Mike Gallahue (Hon); 2. Mike Wilson (Hon); 3. Larry Dodson (Hon); 4. Tom Fortune (Hon); 5. Bill Zearly (Hon).

UL SS: 1. Jimmy G. Shelton (Hon); 2. Kevin Noonan (Hon); 3. Richard Perry (Kaw); 4. Thomas Barber (Hon); 5. John Bianchi (Suz).

L/W EX GP: 1. Greg Esser (Yam); 2. Leon Cortez (Yam); 3. John France (Hon); 4. Bob Bossardet (Yam); 5. Robert Snow (Yam).

L/W AM GP: 1. Paul Netterstrom (Yam); 2. Jody Reynolds (Yam); 3. Ian Lineberger (Yam); 4. David Barrett Jr. (Yam).

EX H/W SS: 1. Richard Perry (Kaw); 2. Michael Crepeau (Hon); 3. Steve Guanche (Suz); 4. Scott Landis (Suz); 5. Todd Duncan (Hon).

AM H/W SS: 1. Michael Shane Prieto (Kaw); 2. David Olin (Suz); 3. Joseph Boal (Hon); 4. Jared Parliament Kaw); 5. Ron Howard (Suz).

EX H/W S/TW: 1. Douglas A. Gross (Duc); 2. Jerry Wood (Duc); 3. Randy Kirnec (H-D); 4. Scott Martin (Hon); 5. Joshua Boyle (Hon).

AM H/W S/TW: 1. Alan Robbins (Hon); 2. Joe Lanza (Kaw); 3. Scott Robertson (Hon); 4. Sebastian DiDato (Duc); 5. Greg E. Doney (Hon).

H/W VINT COMB: 1. Pat Mooney (Tri); 2. John Long (Yam); 3. Thomas Bryan (Nor); 4. Stewart Kalbfleisch (BMW); 5. Jason Bessey (Tri).

EX L/W S/BK: 1. Robert Snow (Yam); 2. Todd Keesee (Yam); 3. Antony Lineberger (Kaw); 4. Kurtis Bese (Yam); 5. Kevin Brown (Yam).

AM L/W S/BK: 1. Jody Reynolds (Yam); 2. Paul Netterstrom (Yam); 3. Ian Lineberger (Yam); 4. Chuck Menotte (Yam); 5. Graig Goldman (Yam).

EX U.S. TWINSPTS: 1. Richie Morris (H-D); 2. Shawn McNary (H-D); 3. William O. Beesch (H-D); 4. Lester Metzler (H-D).

AM U.S. TWINSPTS: 1. Ken Serakas (H-D).

EX M/W S/BK: 1. Damian Weber (Yam); 2. Glenn Barry (Kaw); 3. Michael Crepeau (Hon); 4. Greg Fox (Hon); 5. Michael Lehning (Hon).

AM M/W S/BK: 1. John Blessed (Hon); 2. William Brandvold (Hon); 3. Tom Fortune (Hon); 4. Eddie DiMeglio (Hon); 5. Joseph Boal (Hon).

EX L/W SS: 1. Richie Morris (Yam); 2. Ralph Rimrott (Yam); 3. Todd Keesee (Yam); 4. Kurtis J. Bese (Yam).

AM L/W SS: 1. Graig Goldman (Yam); 2. Ian Lineberger (Yam); 3. Paul Netterstrom (Yam); 4. Asif Sheeramed (Yam); 5. George Reavis (Yam).

EX L/W S/TW: 1. Randy Kirnec (H-D); 2. Scott J. Martin (Hon); 3. Steven Norton (Hon); 4. Shawn McNary (H-D); 5. John Long (Duc).

AM L/W S/TW: 1. Alan Robbins (Hon); 2. Scott Robertson (Hon); 3. Greg Doney (Hon); 4. Sebastian DiDato (Duc); 5. Richard Lonsdale (Hon).

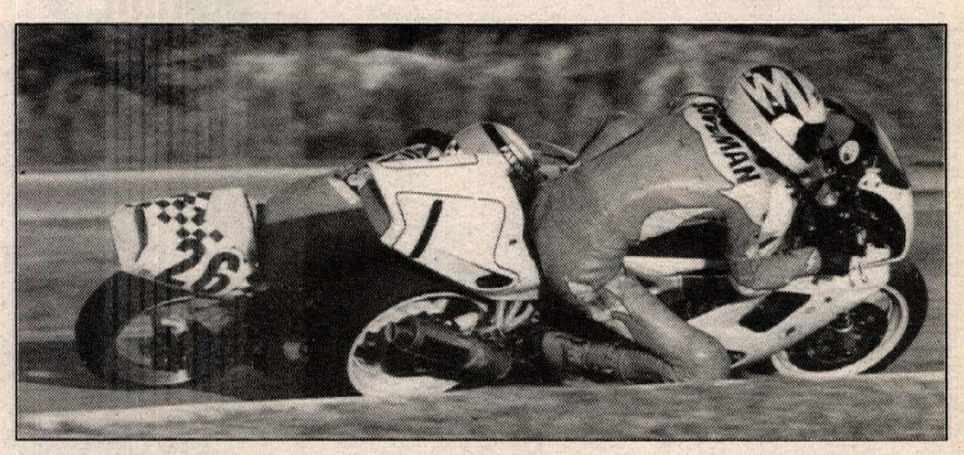
EX H/W S/BK: 1. Rick Shaw (Yam); 2. Damian Weber (Kaw); 3. Stephen DeCamp (Kaw); 4. Rick Jackson (Yam); 5. Chris Temme (Yam).

AM H/W S/BK: 1. John Blessed (Hon); 2. David Olin (Suz); 3. Michael Shane Prieto (Kaw); 4. Claude James (Kaw); 5. Eddie DiMeglio (Hon).

EX M/W GP: 1. Jon Roberts (Kaw); 2. Greg Esser (Yam); 3. Leon Cortez (Yam); 4. John France (Hon); 5. Rick Jackson (Yam).

AM M/W GP: 1. John Blessed (Hon); 2. Eddie DiMeglio (Hon); 3. Michael Wilson Hon); 4. Tom Fortune (Hon); 5. Lary Dodson (Hon).

UL GP: 1. Pablo Real (Duc); 2. Rick Shaw (Yam); 3. Greg Esser (Yam); 4. Jamie Bowman (Hon); 5. Damian Weber (Kaw).



Greg Esser (26) passed Jamie Bowman (1) for third place in the Moroso Shootout.

Hart Brothers double at San Jose Endurothon

By Bill Spencer

SAN JOSE, CA, JAN. 2

Dan and Don Hart continued to dominate the Dublin Kaw/Hon/Suz Endurothon series held inside the San Jose Mile by winning two of the three two-hour races on the two-mile course and expanding their point lead.

Joe Bruce and Harley-Davidson teamster Chris Carr derbied in the 250cc class during race two with Carr leading for only a few laps, but closing in by some 11 seconds on the last lap to finish inches behind Bruce in the 57-entry race. Carr was turning consistent 1:34's, but cut into the 1:31's for the fastest ever recored lap times. The Hart brothers were third and picked up a total of 149 points for the three races to lead by

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5th	$ 75	10th	$20

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PRE ENTRY FORM (copies ok) (Please Print Clearly)

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Address _____ City _____ State ___ Zip _____

Bike# _____ 2nd Choice # _____ Brand _____

1st class entered _____ 2nd class entered _____ AMA# _____

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Entry Fees $5.00 higher at the event.
Pre Entry $20.00 for amateurs per class
$45.00 for Pro
$35.00 Vet Pro
Pre Entry deadline 7 days before the event.

Rider & Support Crew Pit Passes purchased at the event. $10.00 per day, $6.00 per day kids under 12.

Event Location and Information:
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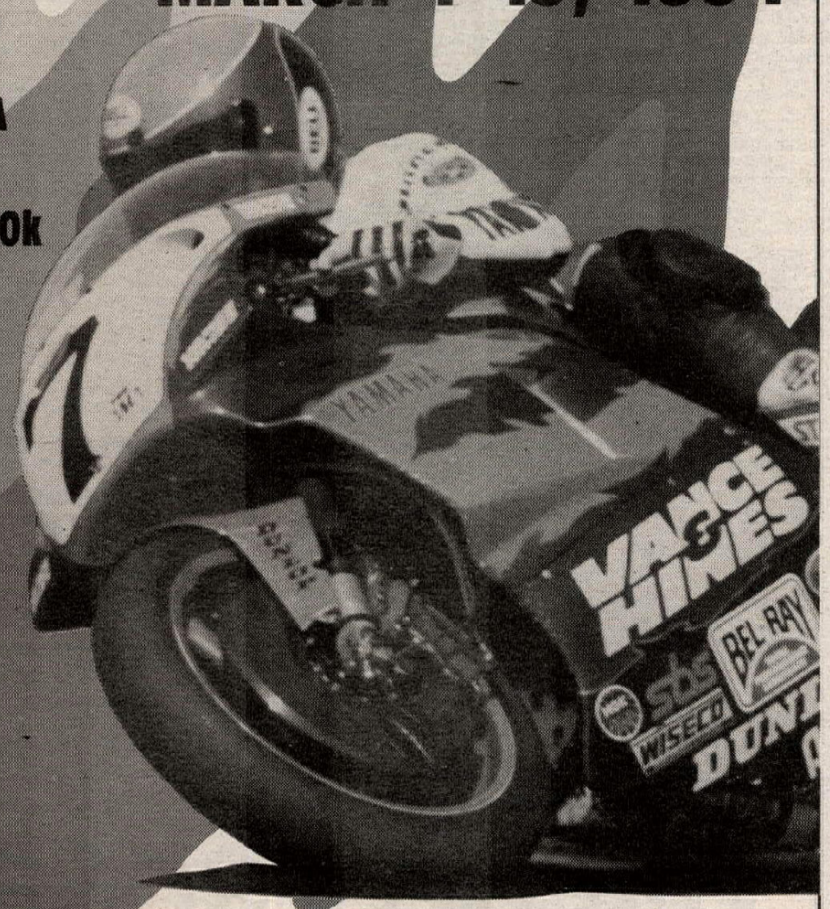
MARCH 4-13, 1994



- DAYTONA SUPERCROSS BY HONDA
  Saturday, March 12
- INTERNATIONAL LIGHTWEIGHT 100k
  Friday, March 11
- ARAI TWIN 50's
  Thursday, March 10

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- CAMEL PRO KICKOFF
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  CAMEL CHALLENGE
  Saturday, March 12
- BUDWEISER 600cc NATIONAL
  Friday, March 11

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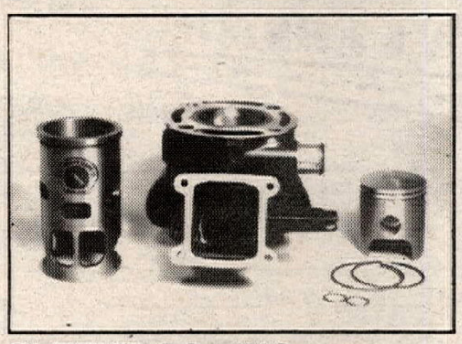

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more than 200 points with two events left in the series.

Of note, finishing 24th overall and third in the Veteran class in the race was the Endurothon team of Fred Merkel and Richard Arnaiz. Merkel, the former National and World Superbike Champion was all smiles and vowed to return before taking on the U.S. Superbike chase for the Rob Muzzy team. Arnaiz vowed to remain retired and work in the family construction business, riding occasionally.

Bruce, teamed with Jason Murrell, led the early laps of the first affair but had problems that cost them a lap. Jeannie Pruitt and Stan Finney teamed to lead until the halfway point when the Hart boys went by; those two teams lapped the 54-rider field twice.

Kerry Puccio topped the XR100 class, while Al Wenzel got his first Vintage win over stock car racer Mike Brumit when Butch Cochran experienced mechanical misfortune.

The Open class in race three had a great mix of riders with Tony Alves leading the first two laps teamed with Donn Anderson, but the Harts led the next four with Vet's Paul Iwanaga and Rod Spencer working up to third. Alves/Anderson led laps 10 through15, but Don Hart took over from crashing big brother Dan and led to the checkers with Spencer/ Iwanaga second and John Tavis fourth on the Louie Aruta-tuned CR500 behind Alves/Anderson. John Hlebo III finished fifth overall and was the only other rider on the same lap.

Results

Race One
O/A: 1. Dan Hart/Don Hart (Hon); 2. Jeannie Pruitt/Stan Finney (Hon) 3. Mark Spruill/Darrell Clingerman (Yam); 4. Jason Murrell/Joe Bruce (Kaw); 5. Shaun Russell (Kaw).
XR100: 1. Kerry Puccio (Hon); 2 Brett Landes (Hon); 3. Pat Rose (Hon).
VINT: 1. Allen Wenzel (CZ); 2. Mike Brumit (Hus); 3. Dan Phillips (BSA).
Race Two
O/A: 1. Joe Bruce (Kaw); 2. Chris Carr (Hon); 3. Dan Hart/Don Hart (Hon); 4. Brian Parriott (Hon); 5. Rich Mathers/Andy Tresser (Hon).
Race Three
O/A: 1. Dan Hart/Don Hart (Kaw); 2. Rod Spencer/Paul Iwanaga (Yam); 3. Tony Alves/Donn Anderson (Yam). 4. John Tavis (Hon); 5. John Hlebo III (Hon).

Springsteen spanks 'em at Willow Springs ST

By Fred Windum

ROSAMOND, CA, JAN. 9

Jay Springsteen started off his '94 season with a win at the International Sports Promotions 3/8-mile flat track races, topping the 750cc Pro class.

From the start, Springsteen led the 750cc pros around the banking on one of the Dodge Brothers Racing XRs followed by Roger Thompson on yet another Dodge Brothers machine. Yamaha-mounted Dave Rust ran third. Springsteen continued to push the cushion as Thompson, Rust and Eddie Dodge pursued him in the early laps, but Thompson was the only rider who could hang with the former Grand National champion. At the finish, Springsteen took an easy win with Thompson, Rust, Dodge and Ruben Malabuarnero following in that order.

Mark Ledbetter launched his Wood-Rotax to the front of the 600cc Pro class with Joey Winston at his side. A.J. Herrera, Dave Pelton and Dennis Cameron fell in behind the two front-runners. Ledbetter held the lead down the back chute while Herrera and Pelton closed on Winston. By the end of the race, Ledbetter had pulled a straightaway lead over Herrera, Pelton and Winston.

The 600cc Sportsman class was a battle from the start. Sid Payne led at the start, but Gary Davis, Dan Waller and Jerry Tenret had no intention of letting Payne get away. Davis was the first rider to take the lead from Payne and traded the position with Tenret and Waller several times before Payne found the fast way around the track and retook the lead for good. Davis held off a late-race charge by Waller for second place. Bret Bemis and Ken Mountain rounded out the top five.

Results

600 PRO: 1. Mark Ledbetter (W-R); 2. A.J. Herrera (Hon); 3. Dave Pelton (W-R); 4. Joe Winston (W-R); 5. Dennis Cameron (Hon).
750 PRO: 1. Jay Springsteen (H-D); 2. Roger Thompson (H-D); 3. Dave Rust (Yam); 4. Eddie Dodge (H-D); 5. Ruben Malabuarnero (H-D).
600 SPTSMN: 1. Sid Payne (Yam); 2. Gary Davis (Hon); 3. Dan Walker (Hon); 4. Jerry Tenret (Hon); 5. Brett Bemis (Yam).
VET: 1. Mike Ryan (Tri); 2. Ken Mountain (W-R).
SR: 1. Gary Davis (Hon); 2. Dan Waller (Hon); 3. Rick Reed (Yam); 4. Allen Morinville (Hon); 5. Dennis Cameron (Hon).
S/SR: 1. Mickey Alzola (Tri); 2. Larry Keeler (Yam).
MDRN VINT: 1. Gary Davis (Tri); 2. Mike Ryan (Tri); 3. Sid Payne (Kaw); 4. Brett Bemis (Yam).
CLSSC VINT: 1. Jeffrey Tullnius (BSA); 2. Matt Campbell (Tri); 3. Chris Makula (Tri); 4. Mike Byrne (Tri).
500 SPTSMN: 1. Chris Campos (Yam); 2. Gary Davis (Hon); 3. Koji Sato (Yam); 4. Robert Reed (Yam); 5. Mike Ryan (Tri).
250: 1. James Rust (Yam).
SPDWY: 1. Chris Harrington (Wes); 2. David Nagy (Wes).
883: 1. Rick Hutchins (H-D); 2. Ron Bartels (H-D).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
/27 Eastern Creek, Australia, Rnd 1
/10 Shah Alam, Malaysia, Rnd 2
/24 Suzuka City, Japan, Rnd 3
/8 Jerez, Spain, Rnd 4
/22 Salzburgring, Austria, Rnd 5
/12 Hockenheim, Germany, Rnd 6
/25 Assen, Holland, Rnd 7
/3 Mugello, Italy, Rnd 8
/17 Le Mans, France, Rnd 9
/24 Donington, England, Rnd 10
/21 Brno, Czechoslovakia, Rnd 11
/11 Monterey, California, Rnd 12
/25 Rio de Janeiro, Brazil, Rnd 13
0/2 Buenos Aires, Arg., Rnd 14
0/16 Catalunya, Spain, Rnd 15

World Championship Superbike Road Race Series
/1 Donington Park, England, Rnd 1
/8 Hockenheim, Germany, Rnd 2
/22 Misano, Italy, Rnd 3
/12 Estoril, Portugal, Rnd 4
/19 Albacete, Spain, Rnd 5
/17 Osterreichring, Austria, Rnd 6
/21 Johor, Malaysia, Rnd 7
/28 Sugo, Japan, Rnd 8
/11 Assen, Holland, Rnd 9
/25 Mugello, Italy, Rnd 10
0/9 Jerez, Spain, Rnd 11
0/30 Sentul, Indonesia, Rnd 12
1/6 Buenos Aires, Argentina, Rnd 13

World C'ship 125cc MX Series
/27 TBA, Italy, Rnd 1
/10 Chaulieu, France, Rnd 2
/24 Guaruja, Brazil, Rnd 3
/1 Cosquin, Argentina, Rnd 4
/15 Bellpuig, Spain, Rnd 5
/5 Hagabanene, Sweden, Rnd 6
/19 Kaposvar, Hungary, Rnd 7
/3 Manjimup, Australia, Rnd 8
/17 Borgo Mag, San Marino, Rnd 9
/31 Goldbach, Germany, Rnd 10
/7 Foxhill, England, Rnd 11
/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
/20 Jerez, Spain, Rnd 1
/27 Valkenswaard, Holland, Rnd 2
/24 TBA, Italy, Rnd 3
/1 Schwanenstadt, Austria, Rnd 4
/8 Emee, France, Rnd 5
/15 Gdynia, Poland, Rnd 6
/12 Lommel, Belgium, Rnd 7
/19 Foxhill, England, Rnd 8
/26 Holice, Czechoslovakia, Rnd 9
/10 Uddevalla, Sweden, Rnd 10
/17 Heinola, Finland, Rnd 11
/31 Budds Creek, U.S., Rnd 12
/7 Maracay, Venezuela, Rnd 13
/21 Suzuka City, Japan, Rnd 14
/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
/10 Payerne, Switzerland, Rnd 1
/24 Sittendorf, Austria, Rnd 2
/7 Killinchy, Ireland, Rnd 3
/15 Hawkstone Park, England, Rnd 4
/29 TBA, Italy, Rnd 5
/5 Sverepec, Slovenia, Rnd 6
/19 Mill, Holland, Rnd 7
/26 Blangies, France, Rnd 8
/3 Arganil, Portugal, Rnd 9
/17 Folkendange, Luxembourg, Rnd 10
/7 Namur, Belgium, Rnd 11
/21 Hertzgerlingen, Germany, Rnd 12

World Championship Supercross Series
0/15 Atlanta, United States, Rnd 1
0/5-6 Barcelona, Spain, Rnd 2
0/12-13 Paris, France, Rnd 3
0/26-27 Tokyo, Japan, Rnd 4
2/2-3 Geneva, Switzerland, Rnd 5

Motocross des Nations
/11 Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series
/12 Daytona, FL, Rnd 1
/23 Sacramento, CA, Rnd 2
/30 San Jose, CA, Rnd 3
/7 *Bakersfield, CA, Rnd 4
/14 Pomona, CA, Rnd 5
/29 DuQuoin, IL, Rnd 6
/4 Mineralwells, WV, Rnd 7
/18 Dallas, TX, Rnd 8
/25 Lima, OH, Rnd 9
/2 *Mechanicsburg, PA, Rnd 10
/9 Lake Odessa, MI, Rnd 11
/16 Hagerstown, MD, Rnd 12
/23 *Sedalia, MO, Rnd 13
/30 Oklahoma City, OK, Rnd 14
/7 Peoria, IL, Rnd 15
/10 Rapid City, SD, Rnd 16
/13 Denver, CO, Rnd 17
/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
1/22 Houston, TX, Rnd 2
1/29 Anaheim, CA, Rnd 3
2/5 San Diego, CA, Rnd 4
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

* AMA/CCS C'ship Cup Series
Florida Region
2/5-6 Bloomingdale, GA
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/9-10 Palm Beach Gardens, FL
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL
Southeast Region
2/5-6 Bloomingdale, GA
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA
Mid-Atlantic Region
4/9-10 Bloomingdale, GA
5/7-8 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
7/16-17 Summit Point, WV
7/30-31 Bloomingdale, GA
9/10-11 Summit Point, WV
9/17-18 Braselton, GA
Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI
Great Lakes Region
4/23-24 Grattan, MI
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI
Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/2-3 Topeka, KS
7/16-17 Rockton, IL
8/6-7 Topeka, KS
9/10-11 Topeka, KS
South West Region
1/29-30 Chandler, AZ
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ
Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT
North East Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series
3/19-20 Ozark National Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA National C'ship Hare Scramble Series
1/30 Fourche Junction, AR, Rnd 1
2/6 Hollister, CA, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

AMA National C'ship Hare & Hound Series
1/23 Lucerne Valley, CA, Rnd 1
2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7

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Sun., Feb. 13	1994 GFI Winter Series - Rnd 4	Temecula
Sun., Feb. 20	1994 GFI Winter Series - Rnd 5	Carlsbad

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CALENDAR

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9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

Best in the Desert Silver State Series
1/21-23 Mesquite, NV, Rnd 1
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12-2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Mid-South C'ship Winter Hare Scrambles Series
1/23 Tupelo, MS, Rnd 2
2/6 Centerville, TN, Rnd 3
2/20 Hohenwald, TN, Rnd 4
3/6 Greenville, KY, Rnd 5
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA National Arenacross Series
1/21-23 Topeka, KS, Rnd 4
2/4-6 Lincoln, NE, Rnd 5
2/11-13 Indianapolis, IN, Rnd 6
2/18-20 Cincinnati, OH, Rnd 7
2/25-27 Denver, CO, Rnd 8

AMA Mega Series
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, Ontario, CAN, Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-045

AHRMA Historic Cup Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

*AHRMA/Vintage Iron National Motocross Series
3/5 Ocala, FL
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
2/20 Devils Bowl, TX
3/6 Daytona, FL
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

SRAC State C'ship Series
3/6 Colorado Springs, CO
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-144

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

V.D.T.R.A. Performance Nutrition Vintage Classics VII
2/5-6 ST Kearney, NE
3/4-5 ST Hope, AK
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA Championship Hare Scramble Series
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
2/27 Oklahoma City, OK
3/6 Kirby, AR
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

LaPlaya MX GP Series
3/6 Rosarito, B.C., MEX
5/22 Rosarito, B.C., MEX
8/14 Rosarito, B.C., MEX
10/2 Rosarito, B.C., MEX
12/4 Rosarito, B.C., MEX
Info (001-52-661) 22525

Tucker Rocky Mx C'ship Series
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

CMRRA 50cc-125cc C'ship Road Race Series
2/6 Lake Perris, CA
3/6 Palomar, CA
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/7 Lake Perris, CA
9/2-4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
1/22 Anaheim, CA
2/26 San Diego, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur Supercross Series
1/22 Houston, TX
1/30 Anaheim, CA
2/6 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
5/5 San Jose, CA
5/12 Las Vegas, NV

AMA Florida Winter Series
1/22-23 Dade City, FL
1/29-30 Gainesville, FL

Bieffe USA CMA California Winter Series
1/23 Hollister, CA
1/30 Oakdale, CA
2/6 Brentwood, CA
2/20 Hollister, CA
2/27 Sacramento, CA
3/6 Oakdale, CA
Info 209/673-8080

GFI California Winter Series
Northern Series
1/30 Hanford, CA
2/6 Turlock, CA
2/20 Marysville, CA
Southern Series
1/23 San Bernardino, CA
2/13 Temecula, CA
2/20 Carlsbad, CA
North-South Showdown
3/5-6 Perris, CA
Info 909/371-3434

FMF/CMC Golden State Nationals
Northern Series
1/23 Sacramento, CA
2/13 Marysville, CA
Southern Series
1/23 Ramona, CA
2/13 Palmdale, CA
Pac-Northwest Series
1/30 Salem, OR
2/20 Salem, OR
Final Showdown
2/26 Adelanto, CA
2/27 Adelanto, CA
Info 619/246-7262

AFM Road Race Series
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
1/23 Rosamond, CA
2/6 Rosamond, CA
2/20 Rosamond, CA
3/5 Rosamond, CA
3/19 Rosamond, CA
4/2 Rosamond, CA
4/16 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Old Timers MX Assn MX Nationals
4/2-3 TBA, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
4/28-29 TBA, WA
6/4-5 Edmonton, AL., Can.
6/18-19 Mammoth Lakes, CA
7/2-3 Duncan, B.C., Can.
7/16-17 TBA, WY
7/30-31 TBA, OR
9/3-4 Fernley, NV
Info 714/633-9503

Central Arizona Trials Series
1/23 Florence, AZ
2/6 Phoenix, AZ
2/20 Phoenix, AZ
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

JANUARY

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FEBRUARY

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27	28					

• Denotes Pro Payback

Fri, Jan 21
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/ 596-2057.

Jan 21-22
OHIO SHORT TRACK
MotorSports of America, Indoor Short Track, Sea CANCELED Centre, Toledo. Info: 800/544-8714.
SOUTH DAKOTA SHORT TRACK
MotorSports of America, Indoor Short Track, Sioux Falls Arena, Sioux Falls. Info: 800/544-8714.

Jan 21-23
KANSAS ARENACROSS
• Mike Kidd Promotions AMA Nat'l Arenacross Series, Kansas ExpoCentre, Topeka. Info: 817/834-2298.

Sat, Jan 22
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/ 596-2057.
NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.
WASHINGTON MOTOCROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Tacoma Dome, Tacoma. Info: 206/854-0769.

Jan 22-23
CALIFORNIA DUAL SPORT
AMA D-37/Calif. Trail Rides, Desert Sports Center (Sat.), Heritage Inn (Sun.), Ridgecrest. Info: 714/992-9291.

Sun, Jan 23
ALABAMA MOTOCROSS
Iron Man Motocross, Warrior. Info: 205/663-0963.
CALIFORNIA GRAND PRIX
Two hour Endurothon Series, San Jose Speedway. Info: 408/224-4412 or 408/295-6906.
CALIFORNIA MOTOCROSS
Old Timers/CRC, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals, Rnd#3-So., Barona Oaks Raceway, Ramona. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA/California Motocross Assoc., California Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA GRAND PRIX
Sandhill Ranch Marathon, Brentwood. Info: 209/524-7013.
CALIFORNIA GRAND PRIX
SRA, Soboba Indian Reservation, Hemet. Info: 714/ 957-2985.
CALIFORNIA HARE & HOUND
AMA/Desert M/C, Lucerne Valley/Bessimer Mine Rd., Lucerne Valley. Info: 919/865-3935.
CALIFORNIA SHORT TRACK
• Outlaw Short track, class "C" short track, Sandhill Ranch, Brentwood. Info: 510/516-2217.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Laouche, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line, Ona. Info: 813/751-2116.
ILLINOIS SWAP MEET
J&P Promotions, 8th Annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MISSISSIPPI HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Tupelo. Info: 615/331-1475.
MINNESOTA ICE RACE
D.T.R.A., Centerville Lake, Centerville. Info: 612/560-7818.
NEW YORK ICE RACE
Electric City Riders, Warners Lake, East Berne. Info: 518/374-7979 or 518/452-2503.
NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE POKER RUN
Knobby Trax, Dallas Ricker Racing Complex, Greenville. Info: 615/753-5819.
TEXAS SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Astroarena Complex, Houston. Info: 319/462-6011.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset

Ten Year Anniversary Celebration at Z RACING

Don't miss out!!

★ Come meet KTM's Super Cross Star Cliff Palmer
★ KTM's Desert and Off Road Champion Greg Zitterkopf
★ KTM's Desert and Off Road Champion Scot Harden
★ KTM's Moto Cross Manager Selvaraj Narayana
★ KTM's Technical Western Service Manager Tom Moen

Friday, January 28 at 6:00 p.m. to 7:30 p.m.
New 1994 KTMs, Husqvarnas, ATKs on display.
See Cliff Palmer's Factory Works KTM 250SX
Featuring the new 50cc KTM mini bike
the new look in ATKs
the new eye catching Husky
Z Racing is located at 2350 Orangethorpe, Anaheim (714) 449-1371
1/2 mile west of the 57 freeway

Honda CR Parts • Dirt Track Parts
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1603 Euclid • Des Moines, IA 50313
We accept most major credit cards

CYCLE NEWS
Weekly News,
not monthly history.

Open for Practice and Racing
TEMECULA MOTORSPORTS PARK
New Moto-X track Designed by Karl Scanlan
New High Bank Dirt Oval
New Peewee Track Now Open
Come Practice and Race at California's Newest track
Both tracks watered and prepped by Karl Scanlan
Open Practice January 26, 28, 29
Practice times 8:00 to 4:00
Practice fee $10.00 for More Info Call 909-698-4800

CRC California Race Schedule
100% PRO PAYBACK

Sun., Jan. 23	MX	L.A.C.R.
Sun., Jan. 30	G.P.	Glen Helen
Sun., Feb. 6	MX	Sunrise
Sun., Feb. 13	MX	L.A.C.R.
(CMC Event CRC Membership Honored)		
Sun., Feb. 20	MX	Glen Helen

CRC Info (805) 272-8889

Old Timers MX Association Race Schedule
Sun., Jan. 23 LACR MX CRC
Sun., Jan. 30 Glen Helen G.P. CRC
Sun., Feb. 6 Sunrise MX CRC
For Information Call (714) 633-9503

Discount Suzuki • Kawasaki Parts
25 year dealer has large inventory N.O.S. parts Tanks, Seats, Parts Big and Small. Call us for hard to find older parts - Discounts up to 50%
Portland Motorcycle 1-503-255-5787

GLEN HELEN
EVENT CALENDAR

Sun., Jan. 23	GFI Winter Series MX
Sun., Jan. 30	CRC Grand Prix
Sat., Feb. 5	Glen Helen Contingency MX #2
Sun., Feb. 6	Open Practice GP & MX 8-5
Sun., Feb. 13	Double Cross GP
Sun., Feb. 20	CRC MX

WHAT'S HAPPENING
Rnd. 2 Glen Helen Contingency MX
Feb. 5 Saturday Racing!!!
Win a Shoei helmet, a pair of J.T. goggles, a FAQ custom paint job, stands and ramps for MMF, pipes from FMF, gifts from FOX, gear from Answer, clutch kits from Barnett engineering, and many other great products! The only Saturday MX around.

PRACTICE INFO:
Thurs. Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm
Sat. Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track
Track Watered and Prepped for Open Practice
RACE HOTLINE: (909) 880-1733

Tulare Cycle Park
Tulare, CA Event Calendar
February 5 Open M.X. Practice
February 19 Open M.X. Practice
February 26 AHRMA T.T.-D.T. (Vintage Only)
February 27 A.H.R.M.A. M.X. (Vintage Only)
All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.
INFO: (209) 685-0503

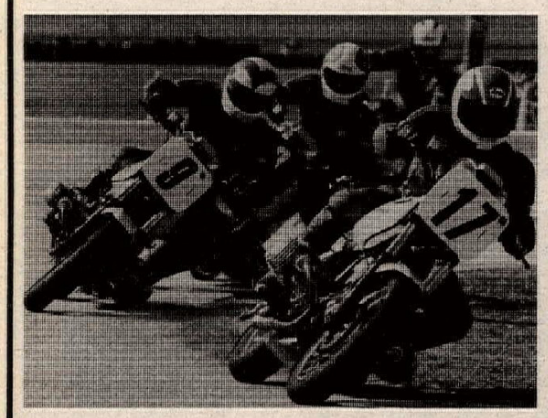
STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
OPEN PRACTICE SCHEDULE:
Prac. Admission is $15.00 per bike, includes rider, spectators $4.00
OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
OPEN PRACTICE SATURDAYS
9:00 a.m. - 1 p.m. - The Track is groomed and watered
NEW Video Arcade, Concession Stand, Pay Phone MORE New Lights On Main Track!
All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
Info Call: **714-855-2707**

SRA GP California Schedule
Members / Non Members
Jan. 23 Soboba Indian Reservation
Feb. 27 Glen Helen
Info (714) 957-2985

BMW + AHRMA Equals Daytona Bike Week Excitement

BMW Battle of the Legends

March 7—Daytona Speedway



Meet John Surtees, the only man to win world titles on two and four wheels. Thrill to the sight of Jay Springsteen, Gary Nixon and David Aldana as they battle on identical BMW R1100RSs. Also a full day of vintage and Sound of Singles/Battle of Twins.

AMA

AHRMA, Box 882, Wausau, WI 54402 (715) 842-9699

CRC

Membership Not Required

Sun., January 30, 1994
Glen Helen Cycle Park
San Bernardino, CA

DON'T MISS IT!

8:00 AM	Parade Lap
8:30 AM	All 80cc (45 min.)
9:30 AM	Old Timers
10:30 AM	Over the Hill Gang
11:30 AM	All 60cc (30 min.)
12:00 Noon	Parade Lap
12:30 PM	Decade,Vintage, Jr,Vets (+25)
1:30 PM	CRC Vets (+30 & +40)
2:30 PM	125-250-500 Nov./Int./Pro
3:30 PM	125-250-500 Beg.
4:30 PM	Team Race

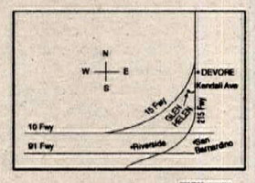
EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS

CASH TO PROS

POST ENTRY $30.00
Non-Member $35.00
No post entry penalty for 2nd class entered

PEE WEE's run 2 Moto's on a separate track
Practice 9:00 AM / 1st Race 10:00 AM
2nd Race 11:00 AM

1994 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



For info call (805) 272-8889

CRC
CALIFORNIA RACING CLUB

Riding over your head?
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Feb.	4-5- cancelled	entral City, KY
	4-5-6	Fayetteville, NC
	5-6	Kearney, NE
	*11-12-13	Columbia, MO
	25-26	Ardmore, OK
Mar.	*4-5	Hope, AR

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Lodge, Fort Atkinson. Info: 414/353-5920

Fri, Jan 28

CALIFORNIA ICE SPEEDWAY
• WSRA/I.C.E., 1994 Speedway Ice Racing National Championship, San Diego Sports Arena, San Diego. Info: 303/ 262-9067.

Sat, Jan 29

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.
PENNSYLVANIA DIRT TRACK & MX
Trail-way Speedway 21st Annual Awards Banquet, Ramada Inn, Gettysburg. Info: 717/359-4310.
TENNESSEE MOTOCROSS
Sloans Honda Yamaha Suzuki, Calsonic Arena, Shelbyville. Info: 800/342-1681.

Jan 29-30

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Bradenton. Info: 407/264-0559.

Sun, Jan 30

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Foursche Junction. Info: 501/362-4230.CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Anaheim Stadium, Anaheim. Info: 714/254-3001.
CALIFORNIA GRAND PRIX
CRC, Diamond Head, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motorcycle Assoc, California Winter Series, Pioneer Speedway, Oakdale. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills G.P. Track, Hollister. Info: 408/972-8063.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Montreal, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MXChampionship Series, RPMC, Homestead. Info: 305/880-5822.
KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.
NEW YORK SCRAMBLES
Square Deal Riders M/C, SDR Raceway, Mud Scrambles, Harpursville. Info: 607/723-2387 or 693-2634.
OREGON MOTOCROSS
CMC, Golden State National Rnd#1, Salem Arenacross, Salem. Info: 503/928-4474.
SOUTH CAROLINA ENDURO
SE&TRA 25th Annual Sumter Enduro, Wedgefield. Info: 803/469-0359
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

Feb 4-5

NORTH CAROLINA SHORT TRACK
MotorSports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

Feb 4-6

KENTUCKY SHORT TRACK
Motor Sports of A[CANCELED] Muhlenberg County Fa[CANCELED]ds, Powderly. Info: 800/544-8714.
NEBRASKA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Pershing Auditorium, Lincoln. Info: 817/834-2298.

Feb 5-6

CALIFORNIA GRAND PRIX
Desert Vipers, AMA D-37, Adelanto. Info: 714/779-5313.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ft. Myers. Info: 407/264-0559.
NEBRASKA SHORT TRACK
Motor Sports of America, Buffalo County Expo Center, Kearney. Info: 800/544-8714.
NEBRASKA SHORT TRACK
VDTRA/Motorsports America, Buffalo County Expo Center, Kearney. Info: 918/445-0671.

Sat, Feb 5

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Sorel, Quebec. Info: 514/654-8193, (514) 657-2086.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

Sun, Feb 6

ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Jack Murphy Stadium, San Diego. Info: 714/254-3001.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Sunrise Cycle Park, Adelanto. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Sandhill Ranch, Brentwood. Info: 209/673-8080.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Grand-Mere, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.
ILLINOIS SWAP MEET
J&P Promotions, 13th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Bayside Expo Center, Boston. Info: 319/462-6011.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MICHIGAN SWAP MEET
Motorcycle Swap Meet, Lansing Center, Lansing. Info: 616/ 941-0815.
MINNESOTA ICE RACE
D.T.R.A., Centerville Lake, Centerville. Info: 612/ 560-7818.
NEW YORK SCRAMBLES
Square Deal Riders M.C., mud & snow scrambles, S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Long Cane Hare Scramble, Willington. Info: 803/223-4093 or 459-2413.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Centerville. Info: 615/331-1475.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TEXAS SWAP MEET
Expo, Show, Swap Meet, Waco Convention Center, Waco. Info: 214/ 216-5520.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, B.C. Place Stadium, Vancouver. Info: 206/854-0769.

Feb 11-13

INDIANA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Market Square Arena, Indianapolis. Info: 817/834-2298.
LOUISIANA INDOOR MOTOCROSS
U.S. Hot Rod Association, "Cycle Wars", Monroe Civic Center, Monroe. Info: 708/963-4810.
MISSOURI SHORT TRACK
Motor Sports of America, Boone County Fairgrounds, Columbia. Info: 800/544-8714.

Sat, Feb 12

CALIFORNIA MOTOCROSS
Old Timers/CRC, Carlsbad Raceway, Carlsbad. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Motorcycle/PWC Technician
Position requires 2 years minimum dealership experience, top pay plus vacations, uniforms, medical and dental insurance and profit sharing. Come live in the beautiful mountains of N.C. where the riding is great and the cost of living is low. Call Mr. Rudd at (704) 253-5648. MR Honda Kawasaki Yamaha Sea-Doo. NC. (250-03)

Colorado Needs You Now!
Parts manager wanted for popular western Colorado motorcycle, atv, snowmobile, watercraft dealer. Small town with large clientele. Over 300 days of sun each year, easy commute, no pollution. Person must be a team player. Only experienced need apply. Send references and resume to 219 W.Hwy50, Gunnison, CO 81230. CO. (350-04)

Experienced Mechanic
Needed for 4-line dealer in rural California area. Good pay and benefits. Year-round work. References required. Central Coast Cycles, Santa Maria, (805) 928-2050. CA. (202-03)

Technician-Experienced
Rare opening for experienced mechanic. Top pay and benefits. 5 day week. Multi-line dealer. Send or fax resume to: Honda Suzuki Kawasaki West, 13521 North Florida Ave., Tampa, Florida 33613. Tel. (813)968-7888, fax (813)968-8448. FL. (201-03)

Help Wanted
Opening 2nd full line Yamaha dealership. Want top-notch store manager, sales, parts counter, service. Top pay and benefits for highly motivated self starters. Call Dave Walters at (214) 423-4089 or write Central Yamaha, 1627 N. Central Exp., Plano, TX 75075. But don't bother us unless you're willing to work your butt off! TX. (201-03)

R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

PARTS MANAGER: Live, ride, work in sunny southern California desert. Clean air, no traffic, no stress. Are you good with customers, honest, motivated? Good product knowledge? If so, call us now! Don't let this golden opportunity pass you by. Dan Devlin. (602) 763-2453. CA. (101-04)

Key Management Personnel Wanted
Large metropolitan multi-line dealer. Experienced knowledged applicants only. Pay commensurate with experience. Call Whitey at New York Motorcycles. (718) 479-7777. NY. (201-03)

HONDA SERVICE MANAGER and mechanic. Buena Park Honda. Ask for John. (714) 521-3642. CA. (202-03)

Sunny California Awaits!
Salinas M/C Center. The largest dealer on the central coast is looking for a top notch jet ski mechanic. This market is growing quickly for us. Motorcycle experience is a big plus. We need you now! Great people, great weather, great pay plan to the right person. Call (408) 442-3511, ask for Michael. CA. (202-04)

Shop Foreman/Technician/Parts
Progressive Colorado Honda/Kawasaki/Suzuki dealership has openings for professional service technicians and parts personnel. Year round employment and paid vacations. Contact Bill at 1(800) 826-3357. CO. (302-03)

Expanding Multl-Line Pwc, Atv & M/c
Dealer needs experienced pros to fill all areas; sales, parts and service. Contact Dave Lella at Sunwest Sports, 958 Lel Sobrante Road, Corona, CA 91719. (909) 735-7721. CA. (202-04)

Technicians Wanted
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Technician Wanted in Colorado
At the base of Rockies. Yamaha and Suzuki motorcycle, atv, watercraft and snowmobile. Pay according to experience, team player. Fort Collins Yamaha Suzuki (303) 498-8858. CO. (202-03)

Motorcycle/Watercraft Salesperson
Wanted for no. California volume Yamaha dlr. Must have m/c sales experience. Ask for Steve (510) 798-2580. CA. (202-04)

Exp. Help Wanted
Honda dealership ground floor operation, lightspeed computer experience helpful. Need partsperson, salesperson, service writer/mgr. Please send resume to: Division O, P.O. Box 498, Long Beach, CA 90801-0498. CA. (302-03)

MOTORCYCLE POWER PRODUCTS instructor. Full time teaching position in new private technical school in northeast. Minimum of 5 years experience as master mechanic, power product technician, Japanese experience a must, teaching experience a plus. Seeking motivated, creative energetic individual. Send resume to: MTTI, Ward Ring, 54 Water St., E.Providence, Rhode Island 02914 or call (401) 434-4840. RI. (302-03)

Super Salesmanager
Live in the sunny south! Large multi-line motorcycle and watercraft dealer located near east coast beaches. Must be trained to manage multiple salespeople. Good working and living conditions. Good benefits. Rookies need not apply. Send resume to Britts Motorsports, 6789 Market Street, Wilmington, NC 28405. NC. (303-06)

Mechanic Needed
Modern, well equipped Yamaha, Suzuki, Sea-Doo, Artco dealer in Charleston, SC is looking for a full time motorcycle/watercraft mechanic. Contact Steve or Tom (803) 552-7900. SC. (303-04)

EXPERIENCED SERVICE MANAGER Milwaukee's finest Honda/Suzuki dealership. Modern, new facility, 6 bays. Excellent pay and benefits. Call Phil (414) 764-2800. WI. (303-09/EOI)

Service Mgr-Northwest
Computerized, hi-volume multi-line mc/pwc dealership. Must be experience, self motivated, people oriented. Great opportunity at a dynamic dealership. Division M, P.O. Box 498, Long Beach, CA 90801-0498. OR. (203-05/EOI)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Market Research Coordinator
The Motorcycle Division of Honda R&D North America, Inc., located in Torrance, is currently seeking a Market Research Coordinator who is uniquely qualified to work in our Motorcycle Division. The ideal candidate will possess both a background in market research and some knowledge of motorcycles. In this position you will be responsible for various projects. This includes coordinating customer-dealer research, as well as interfacing with vendors. You will also participate in product planning which will involve analysis of primary and secondary data, sales information and the competitive market. We require a Bachelor's degree, 2-4 years experience, preferably with a background in questionnaire design, data analysis, and project support. In addition, as a motorcyclist, you should have some understanding of Honda and competitor products. Strong communication skills and PC proficiency using Windows also required. The ability to travel is also necessary. Our company offers a competitive compensation and benefits package in a dynamic work environment with career growth potential. For consideration, please send your resume to: Honda R&D, North America, Inc, Human Resources Dept., 1900 Harpers Way, Torrance, CA 90501. Equal Opportunity Employer. CA. (203)

Purchasing Department
White Brothers has immediate openings in a very fast paced environment. Dealership parts department experience and computer experience very helpful. Must be great with numbers, great company benefits. Send resume to: White Brothers, attn: Marcus Falley, 24845 Corbit Place, Yorba Linda, CA 92687, or FAX (714) 692-3409. No phone calls please. CA. (203-04)

Mechanics wanted for Pompano Beach Florida Honda Cycle Dealership. Contact John at Honda Sports, 1919 W. Copans Rd., Pompano Beach, FL 33064. (305) 971-2007. FL. (303)

POSITION WANTED

Racing Mechanic
Supercross and shop experience. Looking for pro or amateur rider on west coast, will work out of Phoenix area. Michael. (602)516-9549. AZ. (301-04)

Sponsor/Investor Sought
For F-USA series. World's most technically advanced bike, 140hp, 275lbs, auto-clutch, elec-shift, composite frame, wheels, etc. Jason. (403) 493-8640. CAN. (303-04)

1951 MANGELS ex-road racer, reliable, adaptable, fun, but starts first kick. Family man seeks change from auto parts mgt. to motorcycles. Have van, will travel. Bruce. (805) 264-4373. CA. (103-05/EOI)

Career Change Wanted
Psychologist weary of increasing hassles in health care seeks position in motocycle industry. Assets include excellent communication and organizational skills, expertise in human relations perception, motivation and behavior, and 20 years serious enthusiasm for all aspects of motorcycling. Mark. (615) 584-8400. TN. (303)

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VINTAGE RACERS. '66-'76 Husky parts. I have almost everything you'll need. Motors rebuilt and painting to complete bikes. (h) (619) 598-8374, (w) (619) 744-8052. CA. (347-04/C)

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From private collector for sale or trade. Dale, 2560 C.N., Faxon Avenue, Memphis, TN 38112. (901)323-5569. TN. (301-04/C)

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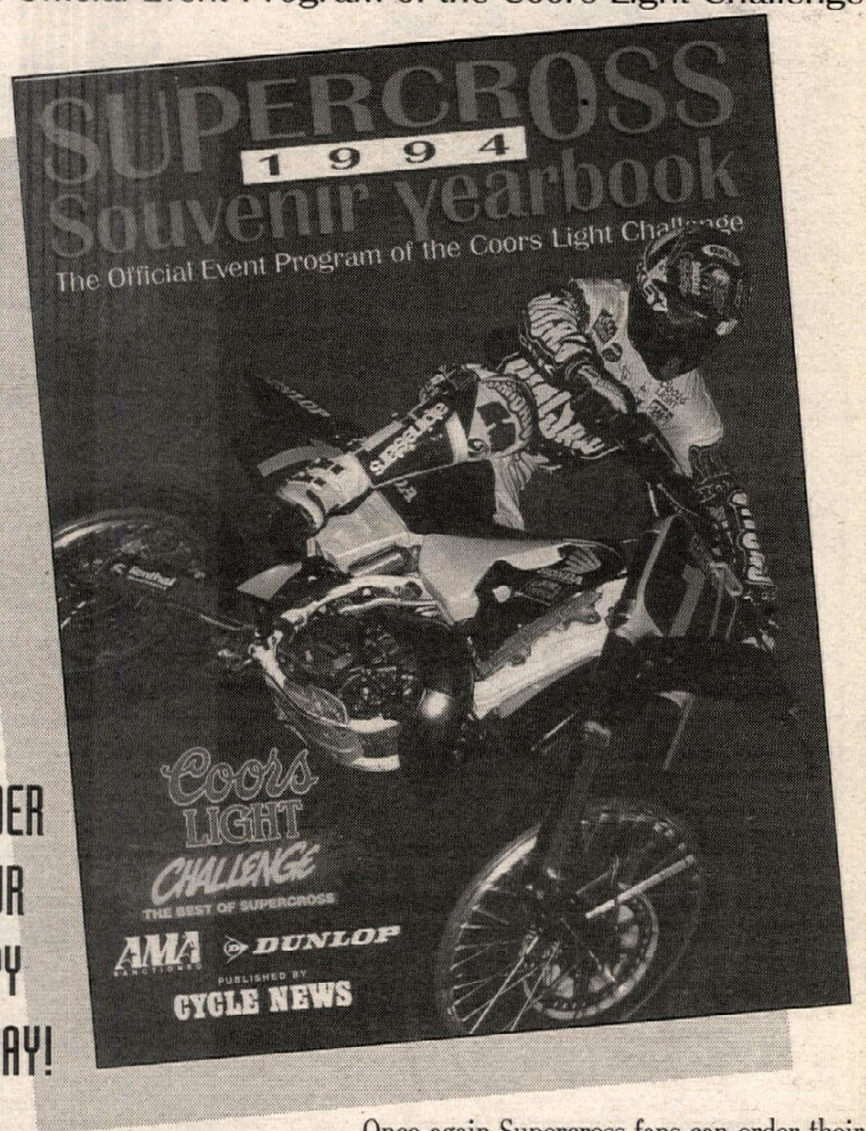
BSA B 50 MX low miles Westlake head and barrel-AJS 250 Stormer, like new-Honda MT 125 road racer, with spares-Armstrong 250 road racer-1947 BSA B31-1961 Mustang Stallion, restored, nice. (510)483-2253. CA. (101-04/C)

Wanted Rokon Short Tracker
Complete or rolling chassis, also any Rokon parts, engines, pistons. Call Don. (512) 368-6311. TX. (301-04/C)

SUPERCROSS 1994 Souvenir yearbook

The Official Event Program of the Coors Light Challenge



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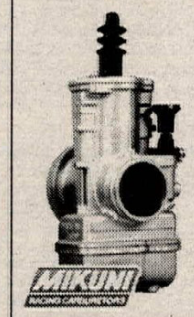

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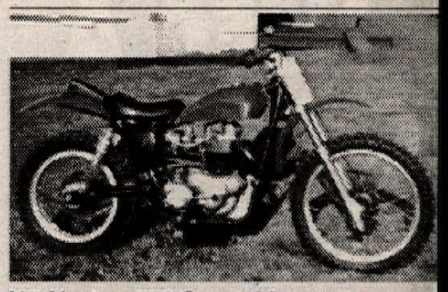

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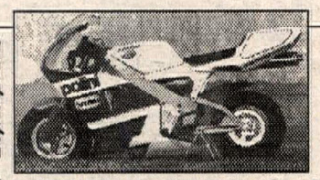

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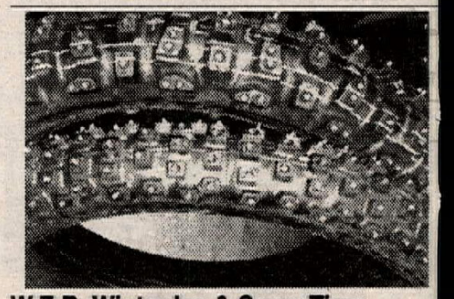

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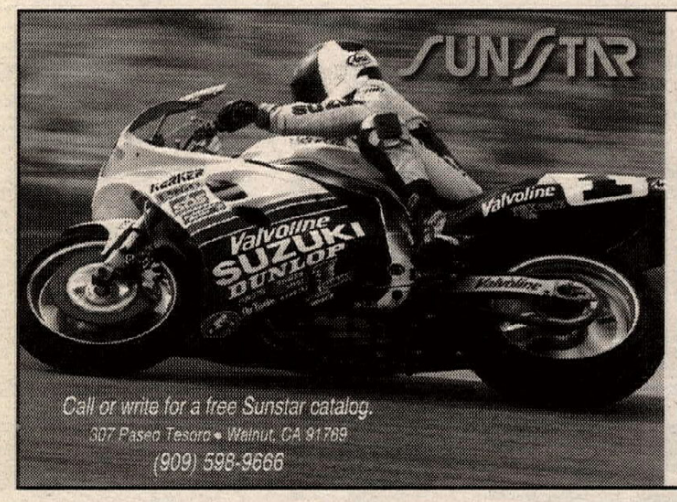

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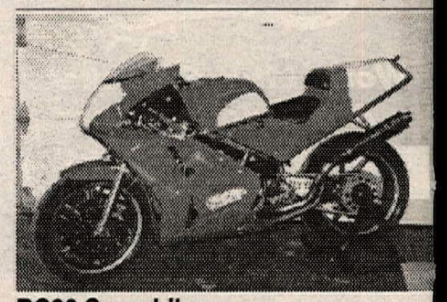

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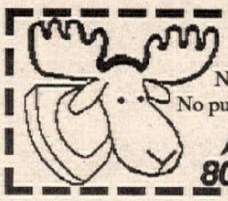
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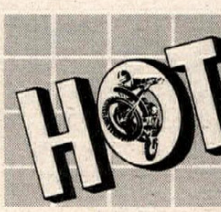

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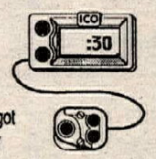

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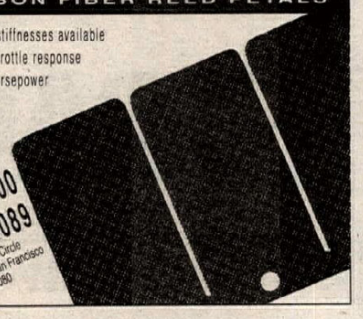

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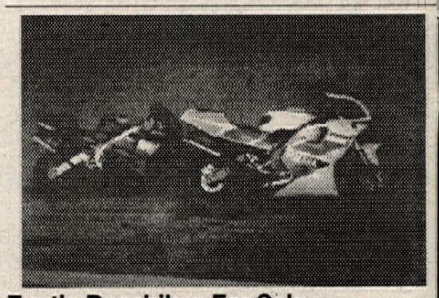

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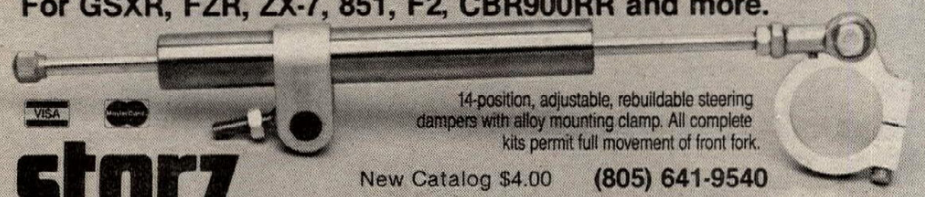

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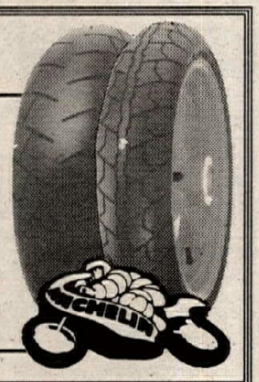

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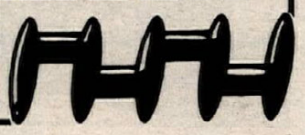

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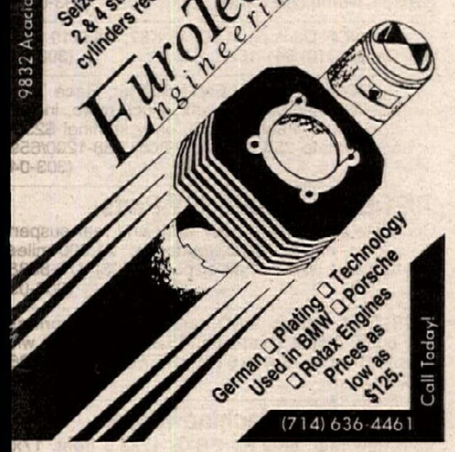

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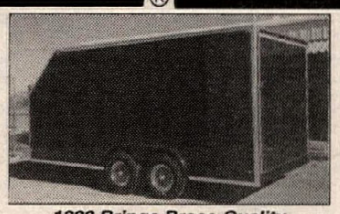

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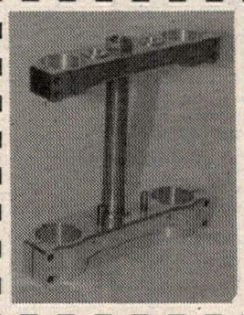

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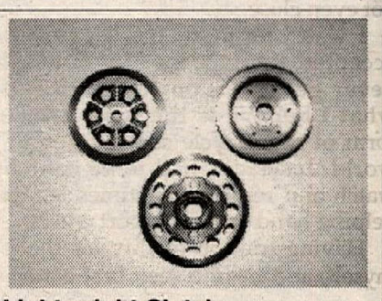

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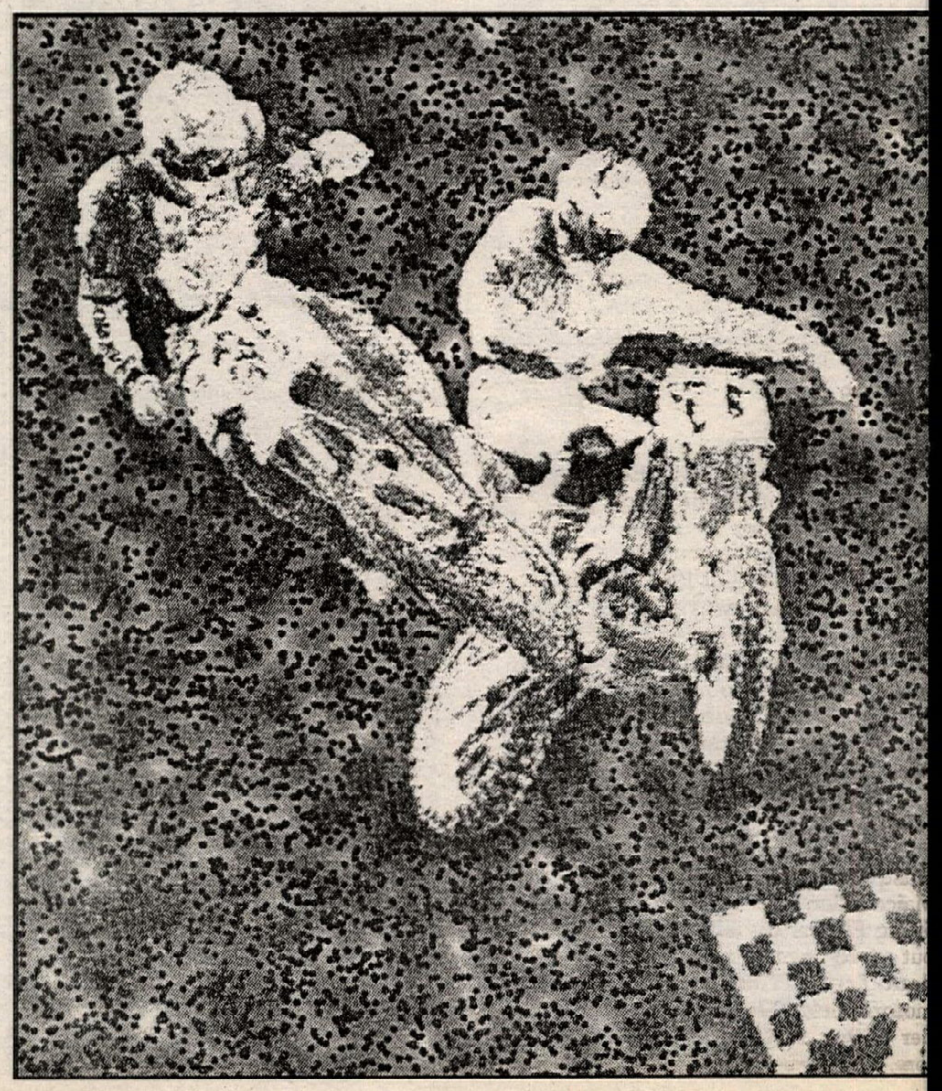
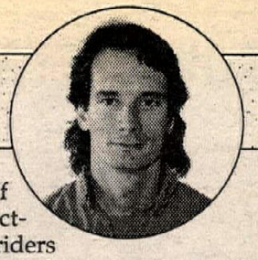


DAY SIX
By Kit Palmer



n case you haven't heard, the International Six-Days Enduro is going to be held in the United States this year; in Tulsa, Oklahoma, to be exact. This year's running will mark only the second time in the 65-year history of the prestigious event that it will be held on American soil. The last time the U.S. played host to the Six Days was 21 years ago in Massachusetts.

I've been a hard-core Six Days fan ever since watching Malcolm Smith - in the 1969 movie, "On Any Sunday" - carefully pick his way through the fog- and rain-filled mountains of Spain during the Spanish Six Days. I was only about 10 years old, but I remember those scenes as if I saw the movie only yesterday. Ironically, the first ISDE event I ever attended was also in Spain, in 1985, and I haven't missed one since.

Flying back home from Spain that first year, I decided I was going to ride the Qualifier series that next season in hopes of qualifying for the '86 Italian Six Days.

"No problem; I'm an A-class rider," I thought. "Italy, here I come."

Well, I learned the hard way that it's no easy task to qualify for the ISDE - the Olympics of motorcycling. Needless to say, I didn't make the team. I wasn't even close.

"Okay," I thought. "Next year. France. No problem." Wrong!!...again, not even close.

I was bummed. But I eventually accepted the fact that I would likely never get the opportunity to ride in what I believe is the most awesome form of motorcycle competition in the world. Instead, I had to be content to watch and report, sometimes lending a helping hand to the support crews.

Having tried to qualify for the ISDE myself, and having seen first-hand over the past nine years just how hard it actually is to qualify, I can appreciate the time, effort, skill and determination each rider puts forth to make it. Qualifying for the U.S. team is one hell of an accomplishment.

Now try, if you will, to imagine how peeved I was when, not long ago, a novice-ranked motocrosser I know pretentiously announced that he had decided to ride in the Tulsa Six Days. Needless to say, such an inflated statement irritated me to no end. This person had never ridden a Qualifier in his life, and up until a few months ago didn't even know what a Qualifier was or what the letters ISDE stood for. In fact, he was still referring to the ISDE as the ISD-*T*. Errggg!! He just knew that the ISDE, eh...T, was a big deal, and that he was *going* to ride in one.

You see, if you want to ride in the Six Days this year, all you have to do is fill out an entry form and mail in your $500. That's about it. Since this year's event can be driven to from anywhere in the continental U.S., the event is more or less open to anyone who owns a dirt bike with a headlight.

Though all the details have yet to be completely worked out, it looks as if this is how the entire U.S. qualifying system is going to work this year. The hosting Tulsa Trail Riders club has set a rather high 450-rider limit for the September 20-25 running of the ISDE. As far as the AMA is concerned, this year they will be - for the most part - only concerned with four major U.S. teams, instead of every American contingent. The AMA's attention will be focused on the premier, six-rider World Trophy Team, the four-rider Junior World Team, and two, three-rider "high-power" Club Teams. These teams will still be determined by the eight-round AMA National Reliability Enduro Series, also unofficially referred to as the "Qualifier Series."

All of the money raised by the AMA ISDE Support Fund and the Dave Bertram-created Ride To Win Fund will be funnelled into these four teams. This differs from the norm. Usually, when the ISDE is held in other countries, the AMA Support Fund is dedicated to *all* U.S. riders (usually totalling no more than 35), while the Ride To Win Fund is designated for the two U.S. Trophy teams.

Riders from foreign countries are guaranteed starting slots in the Tulsa Six Days, as long as their entries are turned in to the AMA no later than May 15. Assuming that 150 to 250 riders from the rest of the world will enter, this should leave anywhere from 200 to 300 spots open for American riders who are willing to pay the $500 entry fee. In the slim chance that more than 450 entries are filled out, those who participated in at least one round of the Qualifier series will be chosen before those who haven't ridden any. As a result, this year's Qualifier series will, for all intents and purposes, only affect a few riders, other than the handful (i.e. Larry Roeseler, Rodney Smith, Steve Hatch, Randy Hawkins, Guy Cooper, Fred Andrews, etc.) who will be vying for a spots on the Trophy and high-power club teams. So the bottom line for everybody else is, send your $500 to the Tulsa Trail Riders right away, ride at least one Qualifier this year, and you're essentially assured a spot.

Simple enough, but too simple for my liking. I can sympathize with the Tulsa Trail Riders and the AMA. What else can they do? If the AMA limited the U.S. entries to the usual 35 or so riders, and only about 200 Europeans came over, there just wouldn't be enough competitors to make the event pay for itself. Even if the AMA selected only those riders who had competed in a certain number of Qualifiers, the Tulsa event would still end up in the red.

Some people say that this year's system is a great way to give more people a chance to ride the Six Days. Okay, fine. But I'm sure that every little-leaguer who ever threw a baseball would like the chance to play in the "Bigs." Some get that chance, but not by writing out a $500 check. Instead, they work for it by paying their dues and proving their abilities through the minor leagues - baseball's version of the Qualifier series. I guess what I'm trying to say is that hard work and dedication is what makes the Six Days so special; without these qualities it would just be another event. How would Carl Lewis feel if all I needed to compete in the Olympics was $500?

Yeah, I know this is probably my only chance to accomplish my dream of riding the Six Days. I should probably just send in my 500 bucks, so that one day I can tell my grandchildren I rode in the ISDE. But I just can't get myself to do it that way. It's not how the Six Days is meant to be. After all, would Malcolm have done it this way?

I guess I'll have to accept the fact that anyone can ride in this year's ISDE. I just hope that those who do buy their way onto the team don't wear the traditional blue-and-white "skunk" helmets in Tulsa - that, I couldn't deal with. Only the U.S. Trophy, Junior World, and the two "high-power" Club Team riders, or any rider who has ridden a previous Six-Days, should have the right to sport the prestigious striped lids. These people got their helmets the old-fashioned way - they earned 'em! CN

IN THE WIND
Continued from page 3

CORRECTION: In the January 19 issue of *Cycle News*, we inadvertently reported in an In the Wind item that Kawasaki would be offering contingencies at the 1994 Cellular One Sound of Thunder Four-Stroke MX Series. Kawasaki will not support the series, but contingencies will be offered by Honda Husqvarna, Husaberg, KTM and ATK.

ENGAGED: Honda factory team member Steve Lamson, to girlfriend Cammy Albate. The two have set September 3, 1995, as the wedding date.

CORRECTION: The Troy, Ohio, National MX and Lima, Ohio, Grand National Championship race, will not be held on the same weekend, as we reported in a previous issue. The MX will be on July 24, as will the popular Dayton Air Show, while the dirt track will be on June 25.

AUTOGRAPH SIGNING: At the SRAC awards banquet in Denver, Colorado's Holiday Inn, on February 5. Suzuki off-road team member and former 125cc National MX Champion Guy Cooper will be on hand. For more information, call 303/988-7722. CN

LOOKING BACK...

5 YEARS AGO
FEBRUARY 4, 1969...

Dick Smothers, of the famed Smothers Brothers Comedy Hour TV show, was featured on the cover of *Cycle News* issue #3 of 1969. The helmet-less Smothers was pictured aboard a new Montesa street scrambler while filming - in Dana Point, California - an episode for an upcoming show. Smothers was joined inside the issue by race car drivers **Dan Gurney, Swede Savage, Parnelli Jones** and **Richie Ginther**... Twelve-year-old **Marty Tripes** won the 125cc Junior class at Carlsbad Raceway on a 100cc Penton. At the same race, Husqvarna-mounted **Lars Larson** beat Maico rider **Tom Rapp** in the premiere 500cc Expert division...Triumph took out a two-page ad featuring its new Trident Triple/T150, highlighting the motorcycle's 60 horsepower, three-cylinder motor, AMAL concentric carburetors, four-speed built-in unit w/engine gearbox and telescopic hydraulic-type fork...

15 YEARS AGO
JANUARY 31, 1979

"Rocket" Rex Staten was shown on the cover leading **Danny "Magoo" Chandler** at the third round of the CMC/Suzuki Golden State MX Series at Indian Dunes. **Jeff Ward** topped the 125cc class over **Brian Myerscough**; Chandler beat **Billy Grossi** in the 250cc division, and **Danny LaPorte** finished ahead of **Scott Gillman** in his 500cc class debut...The issue featured a riding impression of the 1978 AMA Superbike Championship-winning, **Yoshimura-prepared Suzuki GS1000**, ridden by **Wes Cooley** and **Steve McLaughlin**...Canadian MXer **Jim Turner** discussed in an interview his failed attempt to form the first professional riders' organization in American motocross...A How-To article discussed the fine art of **enduro timekeeping**...Announced was the new **restrictor rule** for AMA Junior-ranked dirt trackers that would go into effect in February...Yamaha rider **Bruce Ogilvie** won the Sled Riders hare scrambles in Lucerne, California...**Tommy Croft** and **Tony DiStefano** won Pro MX races at Saddleback MX Park...Enduro rider **Mike Hannon** signed a one-year deal with Kawasaki to ride a KDX400 in the AMA National Championship Enduro Series...

5 YEARS AGO
JANUARY 25, 1989

Rick Johnson graced the cover of issue #3 for our 1989 Camel Supercross Series Preview, which featured an interview with Johnson, as well as a look at all the supercross riders...**Mike LaRocco** won the 125 and 250cc Pro classes, while **Jeff Frisz** topped the 500cc class at the second round of the Florida Winter AMA MX Series in Tallahassee, Florida; **Bob Hannah** finished third in the 250cc class...**Dan Ingram** won the AMA Invitational Indoor Pro Ice Race in Peoria, Illinois...**Mike Kiedrowski, Jeff Ward**, and **Tyson Vohland** won the 125, 250 and 500cc Pro classes, respectively, at round two of the CMC Golden State Nationals at Sandhill Ranch in Brentwood, California; the top 80cc rider was **Buddy Antunez**...**Dan Smith** edged out **Paul Krause** to win the Gold Strike VI desert race in Nevada...The controversial **"spec tire"** rule, requiring all competitors to use the same brand and model of tire, was proposed for the 1989-'91 AMA Championship Cup Road Race Series...**Jean-Michel Bayle** and **Donny Schmit** topped 250 and 125cc classes, respectively, at the Scottsdale Supercross exhibition race, held at Horse World horse park in Arizona...**Terry Cunningham** signed with Kawasaki after having campaigned Husqvarnas for eight years in the National Enduro Series...**Ed Lojak** also left Husqvarna, switching to Team Yamaha... CN

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